

## **9. TRANSPORTATION**

### **INTRODUCTION**

The goal of the City is to establish integrated multi-modal transportation systems that move people and goods in an efficient and environmentally sensitive manner. The City's transportation policies focus on improving and enhancing mobility in a manner that improves air quality. Emphasis is on creating alternatives to the single occupancy vehicle (SOV) mode of travel by increasing pedestrian and bicycle linkages that support mass transit ridership.

### **TRANSPORTATION OVERVIEW**

The City's Transportation policies focus on improving mobility and enhancing the travel environment where people are traveling the most, both now and for the future. This means providing affordable and attractive choices for how to make the trip, whether on foot, bike, transit or car. The dual emphases on better serving the areas where most trips are destined and providing choice for how to make that trip respond to both federal clean air mandates and to market choices that favor city or town living, working, shopping or entertaining. Both now and projected to 2030, analysis by the Atlanta Regional Commission (ARC) shows that more than 80 per cent of both residential and employment populations in the region are and will be within the five urban counties ringing the city, and so connecting these areas well will have the best return on public investment for our citizens. The congestion and air quality goals that must be met to maintain our economic strength require us to proportionally reduce the numbers and the lengths of drive alone trips, placing high priority on continually planning and developing an integrated, convenient, safe and affordable transit systems.

Recognizing that trips do not happen for their own sake but rather to connect places where people want to be, the City in all of its transportation priorities has linked its plans and actions to land use and environmental initiatives. Thus land use, zoning and development support activities have a significant transportation component and vice versa. Similarly, pedestrian, bicycle, and transit convenience and attractiveness place a priority on reworking transportation design standards to achieve the kind of livable, walkable centers that support transit.

In regional and state forums (ARC, GRTA, GDOT, GRPA, DCA) the city stands for equity in rebalancing transportation and land use policies and funding to improve and enhance travel for the full income range of our citizens where trips are presently or soon will be concentrated - in community, village, town and other activity centers and along high volume corridors. Similarly at the regional level, the city seeks to aggressively develop viable and equitable travel choices that reduce the stresses of singular dependency on the car. Accordingly, the city's priorities target five broad spheres of activity in order to program, plan, fund and implement transportation and related land use and environmental improvements. These include the linear core, arterial corridors, transit, city-wide development and transportation initiatives and livable centers initiatives.

The principle forum for promulgating and funding most of the city's projects is the ARC, whose programs and processes include the 2025 Regional Development Plan (RDP), the

2025 Regional Transportation Plan (RTP) – both slated to be updated to 2030 over the next couple of years - and the 2003 – 2005 Transportation Improvement Program (TIP) – presently circulating for public comment prior to adoption this fall. In addition, the city periodically seeks federally earmarked funding for special projects like the Multimodal Passenger Terminal or streetscape projects along US routes in the city. All of these funding programs require local matching funds for which the city has used general fund and impact fee dollars, bond funds, private or foundation funds, Community Improvement District funds, SPLOST funds and Tax Allocation District funds. Project implementation increasingly depends on forging funding and development partnerships with other public agencies, foundations, community based organizations, non-profits and the private sector, and this work in recent months is directly overseen by the Mayor's capital projects management team.

### **The Linear Core**

Looking at the region, the city has about 12 per cent of the residential population, yet it accommodates about 20 per cent of the jobs and perhaps 85 per cent of the convention, cultural, sports and entertainment participants. The trips these activities generate are heavily concentrated within a roughly two mile by eight mile corridor based along the MLK/Auburn corridor at the south and curving from there along the Peachtree corridor north to the city limits. Seventy per cent of all of the city's jobs and virtually all of its event destinations fall within this corridor, among the greatest concentrations of trips in the region, state and southeast. In addition, by virtue of its vitality, market strength, investment interest, underdeveloped land resources, and high density mixed-use zoning patterns, this corridor is attracting and will continue to attract the greatest additional growth in the city over the next several years.

Accommodating, improving, enhancing and diversifying the travel effectiveness, affordability, choice and quality in this broadly defined corridor thus is a priority for serving the greatest convergence of peoples' travel needs on a day-in, day-out basis. Accordingly, much of the city's, and increasingly the region's and the state's, attention is and will continue to be focused on meeting these needs. In addition, the Community Improvement Districts of Downtown, Midtown and Buckhead are increasingly partnering with each other, their adjoining neighborhoods and the city and state governments to coalesce a unifying linear core vision and the financial and organizational tools to implement that vision. This vision includes improvement in all modes of travel and places emphasis on the streetscape environment and provision of clear, high quality pedestrian connections to knit the core city together, within districts, between districts and across the downtown connector. The principal hub and crossroads for this connectivity is the downtown Multi-modal Passenger Terminal where pedestrians, MARTA bus and rail riders, commuter rail and bus riders, intercity rail and bus passengers, as well as future Segway riders and possible light rail, flex trolley or even magnetic levitation passengers, interconnect in what will become the surface transportation counterpart to the airport. The terminal will provide the foundation for concentrating new, high density, mixed use, mixed income development above and around, the impetus for knitting downtown together with its neighborhoods – Marietta to Castleberry, Vine City and the AU Center to Underground. There will be other, smaller terminals that connect various forms of transit as well, such as at Atlantic Station, Lindbergh, and perhaps the Arts Center and Civic Center stations.

### **The Arterial Corridors**

The second highest generators of trips are scattered along the city's roughly seventy miles of arterial corridors, many of which are commercial strips as well. The city's strategies for improving and enhancing the serviceability of these corridors include:

- inducing greater use of our new zoning classifications to transform these often depressing, underutilized strips into more intense and vital residential and mixed use, mixed income boulevards;
- reworking the boulevards' geometry to favor more effective transit use, whether for bus, bus rapid transit, flex trolley or perhaps light rail or street car;
- assuring a safe, well-lighted, tree-lined sidewalk environment that connects growing numbers of pedestrians, both walking and increasingly on Segways, between transit or car and home, work or shopping;
- improving street geometry, intersection efficiency, paving standards and signal timing to optimize these corridors' functionality for cars and trucks whose use will continue to grow – though hopefully at a slower pace - even as population and jobs continue to grow.

The city has done a lot of work to improve the future of our corridors, including the recently approved zoning options mentioned above and plans for most of them either adopted, under planning or soon to be planned. These plans have provided the framework for shaping and evaluating new development activities whether in the Pryor Road corridor, Metropolitan Parkway, Cheshire Bridge Road, Memorial Drive, Campbellton Road, and many others (see attached listing of projects). All in all, these corridors add up to some 70 miles of street and can play a major role in accommodating, intensifying and improving the living, working and shopping environment in a diverse and equitable manner throughout the city, without any need to encroach into any of our forested, stable single family neighborhoods.

## **Transit**

Transit initiatives throughout the region and state, because of the heavy concentration of destinations in Atlanta's linear core, provide great opportunity to improve and enhance the travel choices and technologies for the city. These include (followed by the sponsor) the Northwest Connectivity Study (GRTA), prospectively connecting Kennesaw State to Downtown; the Regional Transit Action Plan (GRTA), connecting commuter bus service from nine counties all around the city to the linear core; the Georgia Rail Passenger Program (GDOT, GRTA, GRPA) that hubs at the Multi-modal Passenger Terminal downtown, the "C-train"(MARTA), linking Emory University to Lindbergh, Atlantic Station, Georgia Tech, the World Congress Center, AU Center, Turner Field, the Zoo and South DeKalb; the Beltline (MARTA), exploring the land use changes necessary to use the existing rail corridor to connect new transit oriented mixed use higher density development centers along its path; extending the MARTA west line; creating a transit link (MARTA) to Greenbriar as a major new mixed-use, high density, pedestrian friendly development center; and shuttle services (Downtown, Midtown and Buckhead CIDs/TMAs) to supplement travel in the linear center. These studies all consider the full range of transit technology and consumer cost options, from bus to bus rapid transit, to flex trolley, to light rail, to heavy rail, to Segway as a linking technology, and other possibilities. In all of these transit initiatives, it is important to remember that transit is only economically and functionally viable when there are heavy concentrations of trip destinations - high density, pedestrian supportive activity centers – making the parking, congestion, price and overall hassle of using cars less competitive.

## **Citywide Development and Transportation Initiatives**

The city is in the forefront nationally in several new settlement pattern and technology initiatives that support its focus on both the linear core and arterial corridor transportation strategies. Its rezoning and capital improvement actions over the last few years have lifted the likelihood of reducing car trips while increasing pedestrian, transit, bike and, in the future, Segway trips. These include rezoning Lindbergh, Midtown, Little Five Points, the Pryor Road Corridor, East Atlanta, to name a few, passing a bond election that favors improvement of sidewalks and bikeways citywide and aggressively and successfully pursuing federal and state funding support for these initiatives.

In addition, the city has formed or participated in partnerships to facilitate major new high density development projects, like Atlantic Station, Lindbergh Station, Historic Westside Village, development around Centennial Olympic Park, Greenstreet Properties, the Housing Authority's Hope VI redevelopments and others, many of which have been recognized nationally for their innovation and promise for moderating congestion and improving air quality. These developments all share the common transportation goal of reducing the need for drive alone trips. One strategy that is gaining momentum is to provide the availability of housing in close proximity to major employment centers where the housing costs reflect the range of incomes in the employment center, sometimes called "affordable" or "workforce" housing. Another is the provision of viable alternatives to the car for making necessary trips, responding to a growing demand for choices beyond the car. To reinforce this strategy, the City is involved in a range of citywide programs to upgrade and improve the travel environment at all levels.

## **Livable Center Initiatives**

Consistent with the growing markets for in-town living and responsive new development patterns, the city has been active in the efforts by ARC to initiate and implement the Livable Centers Initiative (LCI) program. This program provides planning and capital funding for centers of activity that can reduce trips and diversify the mode of travel by creating vital, walkable, mixed use, mixed income, higher density transit-served communities throughout the region. Atlanta has seven designated LCI areas that are either in planning or implementation phases (West End, Greenbriar, Downtown, Midtown, Buckhead, Bolton/Marietta, and Hamilton E. Holmes MARTA station area). This program was developed as a necessary tool to implement the Regional Development Plan that returned the Atlanta region to conformity with the federal Clean Air Act. The City as a whole and many of its constituent communities – both LCIs and others – have much in common with the other cities and towns in the region. Compared with unincorporated suburbia, these jurisdictions tend to be denser, more diverse in both ethnicity and income, share historic mixed use development patterns, have deteriorating infrastructure, have suffered greater public and private disinvestment, yet are more intrinsically attractive to the now growing markets among young people, empty nesters and seniors for community living. All of these characteristics are consistent with reducing overall the numbers and lengths of drive alone trips and with providing choices in how to travel. The City could provide leadership among regional municipalities in bending regional and state transportation funding priorities into better balance to respond to these market choice shifts by redirecting more resources to maintain and enhance the concentrations of trips we already have, instead of continuing to watch these resources flow to build new low density subdivisions ever further outward.

## **INVENTORY AND ASSESSMENT**

The transportation element of the Comprehensive Development Plan (CDP) provides a framework for comprehensive transportation planning and serves as a policy guide for implementation of such planning efforts. This element of the CDP is divided into eight sub elements: (1) aviation, (2) surface streets, (3) limited-access highways, (4) mass transit, (5) bicycle facilities, (6) pedestrian facilities, (7) parking facilities, and (8) freight.

### **AVIATION**

#### **CURRENT CONDITIONS: AVIATION**

*(See Proposed Aviation Master Plan)*

Hartsfield Atlanta International Airport (HAIA), which is owned by the City and operated by its Department of Aviation, is the largest terminal facility in the world in terms of physical capacity. With the opening of Concourse E in September 1994, the airport consists of four runways, one two-sided terminal, five domestic concourses with 150 gates, an international concourse with twenty-four gates, and a customs area capable of clearing six thousand passengers per hour. The 2000 Hartsfield activity is shown in Table 9-1.

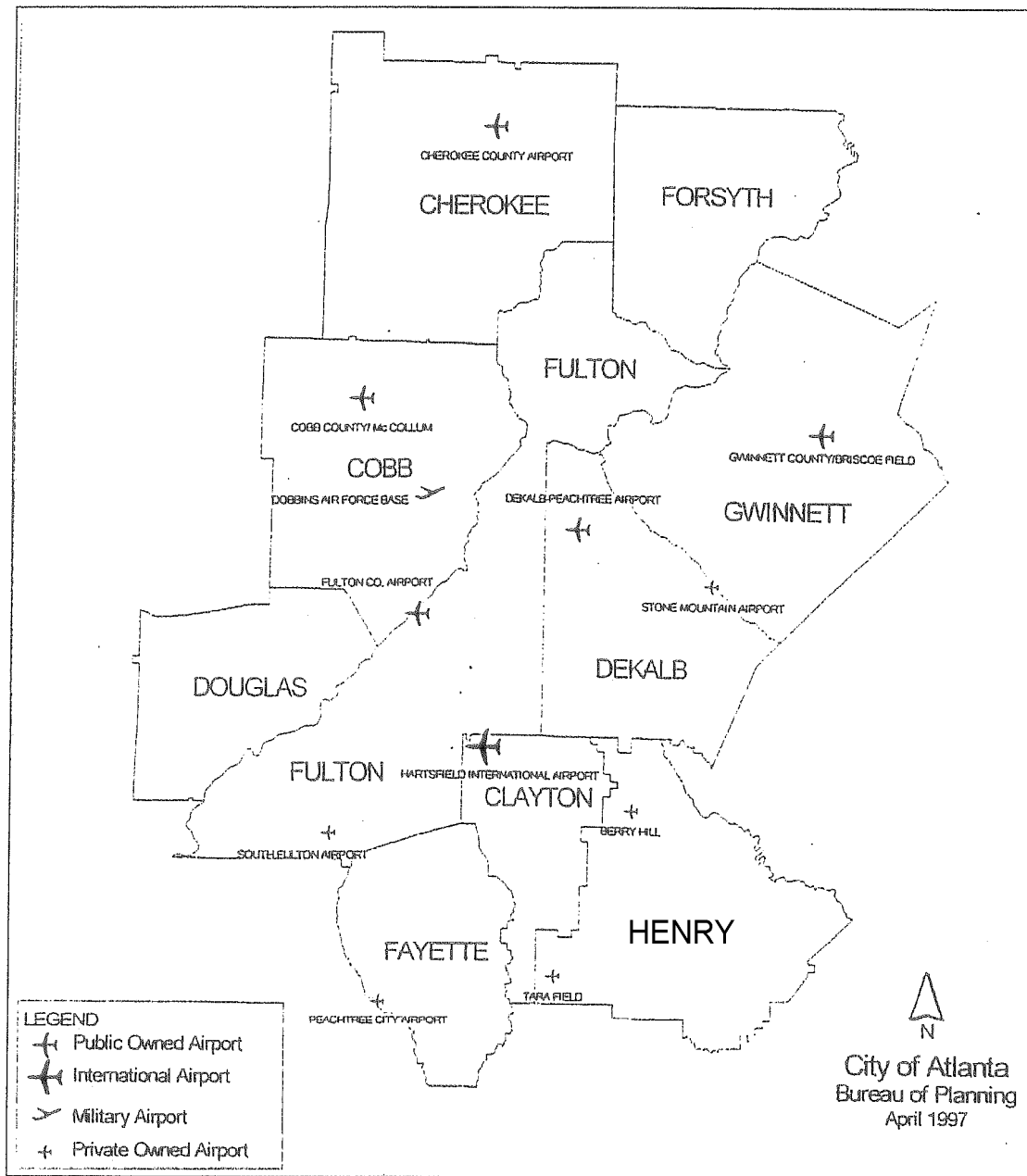
**Table 9-1: Annual Activity at Atlanta Hartsfield International Airport, 2002**

Aircraft Operations	Type of Carrier	Number of Flights	Passenger Traffic	Type of Carrier	Number of Passengers
	Domestic	610,509		Domestic	70,895,943
	International	42,291		International	5,715,038
	Commuter	218,773		Direct Transit (non-revenue)	265,147
	General Aviation/ Military	18,393		Total	76,876,128
	<b>Total</b>	<b>889,966</b>			

Source: City of Atlanta/Department of Aviation, April 2003

Additional airports in the Atlanta region offering general aviation and military facilities are shown in (See Map 9-1). Primary relief facilities for general aviation include Fulton County Airport – Brown Field, Peachtree – DeKalb Airport, Gwinnett County Airport – Briscoe Field, Cobb County – McCollum Airport, and Peachtree City Airport – Falcon Field. Dobbins Air Force base provides for the predominant military share of the operations in the Atlanta area.

**Map 9-1: Atlanta Regional Airports**



Mirroring the growth of the Atlanta metropolitan area, the Atlanta airport has also continuously grown from its beginning in 1925 as a small airfield with a dirt racetrack serving as a runway to its status as the world leader in airport design and passengers handled. While the airport has always been located on the existing site, the site and airport facilities have evolved and grown over the last 75 years to accommodate demand. In 1948, more than one million passengers passed through a war surplus hangar that served as a terminal building. In 1961, a new terminal design designed for the jet age opened with a capacity of six million passengers. That terminal was soon unable to accommodate passenger demand.

In 1966, an airport master plan was initiated to guide the airport's future. The Hartsfield that we see today is the result of that master plan: a midfield terminal complex, four parallel runways, and an airport layout that has served as the basic blueprint for airport development around the world. Hartsfield is now the world's busiest airport and a prominent global gateway. In 1998, the airport handled 73.5 million passengers, and in 1999 Hartsfield accommodated 78 million passengers and almost 910,000 take-offs and landings. The growth the airport has seen in recent years resulted in the need to develop an updated Master Plan to guide the airport into the 21<sup>st</sup> Century.

The updated Master Plan was developed in four phases over a period of three years: 1) Phase I: Study Design, 2) Phase II: Vision and Policy Document, 3) Phase III: Technical Studies, and 4) Phase IV: Master Plan Adoption. It establishes a vision and long-range development plan for the airport's future and represents ideas from the aviation industry, the local business community, elected officials, regulatory agencies, the general public, and other interested parties.

## **ANTICIPATED FUTURE CONDITIONS: AVIATION**

The Department of Aviation completed a new airport master plan, "Hartsfield 2000 and Beyond - Ceiling and Visibility Unlimited", in January 2000. At the completion of the master planning effort the Mayor and City Council adopted the Recommended Plan. Prior to the 2000 master plan completion the last comprehensive master plan for Hartsfield was completed in the late 1960's.

During the 1960's a master planning effort a truly innovative airfield and terminal area concept was envisioned. The ideas and concepts that came out of the 1960's master plan came to fruition in the Hartsfield that you see today. An increase in the amount of commuter and origin/destination traffic has contributed to Hartsfield's steady growth over the past twenty six years. Hartsfield has now reached the maximum build out of the existing airport property as envisioned in the 1960's master plan. A new long-range vision was needed to carry Hartsfield into the future as a leader in the global transportation industry and to remain "The World's Busiest Airport".

The new master plan (completed in 2000) was conducted through an inclusive, efficient and focused process that brought together ideas and solutions from the aviation industry, the local business community, elected officials, regulatory agencies, the general public, and other interested parties as stakeholder representatives in the Master Plan Coordinating Committee (MPCC). Over seventy scoping sessions were conducted throughout the process to determine the airport's perceived strengths, weaknesses, opportunities and threats. The MPCC then identified vision themes (reported in the Current Policy section), which would serve to direct Master Plan technical planning, consensus building and decision making. The master plan technical process focused on critical near-term needs and longer-range development issues.

The master plan or "Recommended Plan" is a policy guide for long-term development at Hartsfield. It identifies current airport capacities and levels of demand, forecasts future demand levels, and provides alternatives for addressing potential deficiencies. Areas assessed include airfield, gates terminal airport people mover, ticketing, baggage claim, security, curbside, parking roadways, regional access, environmental issues and community development opportunities. The identified future airport development plan

will be financially feasible while addressing the aviation, landside, environmental and community issues.

Funding is a critical requirement for the future improvements. The Federal Aviation Administration (FAA) has approved a Passenger Facility Charge (PFC) for Hartsfield that includes authorization to impose and use PFC's to fund land acquisition, and engineering design for the 5<sup>th</sup> Runway; as well as various other airport projects. Additionally, Hartsfield has received financial commitments from the air carriers.

The elements of the master plan have been incorporated into what is now referred to as the Hartsfield Development Program (HDP) and will continue to evolve in response to changing market conditions and global opportunities.

## **CURRENT POLICIES: AVIATION**

Hartsfield Atlanta International Airport's mission:

“To be the world's best airport by exceeding customers' expectations”

Aviation policy is further expressed through the following airport cornerstones, policy statements and vision themes:

**Cornerstones** put clear emphasis on four key areas of airport management:

- Maintain a safe and secure airport;
- Support economic vitality;
- Deliver quality customer service; and,
- Assure environmental responsibility.

**Aviation policies** address similar principles in the following four policy statements:

- ◆ Maximize HAIA as a major air carrier hub and international service facility;
- ◆ Maintain compatibility of HAIA with the surrounding communities;
- ◆ Support long-term expansion of existing airport facilities and construction of new facilities to accommodate future demand; and,
- ◆ Protect the traveling public and airport workers from environmentally detrimental agents or conditions.



## **CURRENT PROGRAMS AND PROJECTS: AVIATION**

### *AIRSIDE/AIRFIELD*

Major current initiatives of the Department of Aviation (DOA) related to airside capacity and airfield efficiency include development of the 5<sup>th</sup> runway complex and implementation of airfield improvements, including new taxiway exits. The FAA is preparing an Environmental Impact Statement on a proposed extension to the environmentally approved 6,000' fifth runway.

In addition, existing airfield infrastructure (runways, taxiways, and apron) will be scheduled for replacement since most of the pavements have exceeded their design life. This program began in 1999.

### *AIR CARGO AND AIRPORT SUPPORT FACILITIES*

Air cargo initiatives underway will enhance expansion of that function on the airport's south side. Additional ramp area, cargo buildings and landside access upgrades will facilitate future development of that area to accommodate increasing demand in the air cargo market.

### *CENTRAL PASSENGER TERMINAL COMPLEX*

Within the central passenger terminal complex, additional aircraft gates, and an additional vertical circulation system between the people-mover tunnel and terminal are being implemented to accommodate schedule demands. Preliminary concept development for a new East International Terminal and terminal roadway improvements will be conducted with PFC funding through the airport master plan process. Selection of final design concepts and approval of a new PFC application will be required prior to initiating the engineering and construction of these projects.

### *NOISE ABATEMENT AND ENVIRONMENTAL MANAGEMENT*

To supplement ongoing noise-abatement activities, the Department of Aviation has implemented a Noise and Operations Monitoring System (NOMS). The NOMS includes sixteen permanent noise monitors, four portable monitors and a flight data acquisition system. Data obtained will be utilized for responsiveness to community noise complaints and for analysis of aircraft operation and noise issues.

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS - AVIATION

### Project List 9-1: 2004 CDP Transportation Current Programs and Projects – Aviation

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
TERMINALS, CONCOURSES, APM											
1	CPTC Roof Replacement Program - Concourses A, B, and C (AATC Turnkey)	1			2004	\$7,810,590	R & E	Dept of Aviation		n/a	n/a
2	Fire Alarm System Upgrades	1			2004	\$7,500,000	R & E	Dept of Aviation		n/a	n/a
3	Fire Protection System Installation A, B, C, D, and AGT	1			2004	\$7,030,000	R & E	Dept of Aviation		n/a	n/a
4	Concourse E Generator Relocation / Reuse (Peak Shavers)	1			2005	\$940,000	Bond	Dept of Aviation		n/a	n/a
5	Moving Sidewalks - Concourse E	1			2005	\$7,000,000	Bond	Dept of Aviation		n/a	n/a
6	Concourse Midpoint Expansion - B, C & D		5		2004	\$27,000,000	Bond	Dept of Aviation		n/a	n/a
7	Common Use Support Systems - City Gates, Ticket Counters, Baggage	1			2004	\$7,000,000	R & E	Dept of Aviation		n/a	n/a
8	Additional Freight Elevators - Concourses C, D, and T	1			2004	\$1,350,000	R & E	Dept of Aviation		n/a	n/a
9	APM Vehicle Overhaul Program	1			2006	\$30,000,000	Bond	Dept of Aviation		n/a	n/a
10	APM Light Maintenance Platform - Change Order for Electrical	1			2005	\$70,000	Bond	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
11	APM Replacement of Automatic Train Control (ATC) Equipment		5			\$10,000,000	Bond	Dept of Aviation		n/a	n/a
12	APM Replacement of Six (6) Pivot Switches			15	2008	\$1,500,000	Bond	Dept of Aviation		n/a	n/a
13	Terminal North - Concessionaire Office Expansion	1			2005	\$215,000	R & E	Dept of Aviation		n/a	n/a
14	Terminal North - Concession Mgrs. Office Expansion	1			2005	\$125,000	R & E	Dept of Aviation		n/a	n/a
15	CPTC Modifications / Improvements / Replacements - Miscellaneous Projects	1			2010	\$44,000,000	R & E	Dept of Aviation		n/a	n/a
16	Baggage Make-up Modifications - North Terminal Lower Level	1			2004	\$2,750,000	Bond	Dept of Aviation		n/a	n/a
17	Baggage Claim Expansion - Main Terminal	1			2004	\$10,000,000	Bond	Dept of Aviation		n/a	n/a
18	Additional Elevators Terminal Ticketing & Bag Claim	1			2005	\$2,000,000	Bond	Dept of Aviation		n/a	n/a
19	VFD Installation Concourse E	1			2000	\$1,000,000	Bond	Dept of Aviation		n/a	n/a
20	Terminal South Infill - Ticket Counter Expansion (Delta Air Lines)	1			2004	\$13,210,300	Bond	Dept of Aviation		n/a	n/a
21	Concourse E North Automated Baggage Handling System (Delta Air Lines)	1			2006	\$12,017,167	Bond	Dept of Aviation		n/a	n/a
22	DOA Admin. Office Imprv. - Phase 2	1			2005	\$1,750,000	R & E	Dept of Aviation		n/a	n/a
23	DOA Security / Training Office Improvements - Phase 2	1			2004	\$600,000	R & E	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
24	Concourse D Smoking Rooms	1			2005	\$100,000	R & E	Dept of Aviation		n/a	n/a
25	Centralized Passenger Paging System - CPTC	1			2005	\$4,200,000	R & E	Dept of Aviation		n/a	n/a
26	Telecommunications Infrastructure Upgrades & Improvements	1			2004	\$7,900,000	R & E	Dept of Aviation		n/a	n/a
	(Fiber optic Backbone)										
27	Relocation of Host Volunteer Office - Atrium	1			2004	\$100,000	R & E	Dept of Aviation		n/a	n/a
28	Sprinkler Piping Replacement - Main Terminal (AATC)	1			2004	\$909,000	R & E	Dept of Aviation		n/a	n/a
29	Concourse E and Concourse D Painting of Jetways - City Gates	1			2005	\$160,000	R & E	Dept of Aviation		n/a	n/a
30	Terminal Ceiling Replacement Program (AATC)	1			2005	\$2,800,000	R & E	Dept of Aviation		n/a	n/a
31	CPTC Maint. / Replacement Program - Vertical Transportation Systems	1			2004	\$2,200,000	R & E	Dept of Aviation		n/a	n/a
32	CPTC Maint. / Replacement Program - HVAC / Plumbing / Electrical Systems	1			2015	\$150,000,000	R & E	Dept of Aviation		n/a	n/a
<b>SUPPORT FACILITIES &amp; UTILITIES</b>											
33	Aircraft Maintenance Facility - Air Tran (Apron and Maintenance Hangar)	1			2005	\$16,500,000	Bond	Dept of Aviation		n/a	n/a
34	Airfield / Airport Maintenance Facility Upgrades & Improvements - Annual Program	1			2005	\$500,000	R & E	Dept of Aviation		n/a	n/a
35	Other Support Buildings Rehab. / Expansion Program	1			2005	\$2,000,000	R & E	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
36	Upgrades to City Fuel Farm Facility	1			2004	\$2,125,000	R & E	Dept of Aviation		n/a	n/a
37	Sanitary Sewer System - Maintenance / Upgrades / Improvements	1			2004	\$7,600,000	R & E	Dept of Aviation		n/a	n/a
38	Storm Sewer System - Maintenance / Upgrades / Improvements	1			2004	\$1,800,000	R & E	Dept of Aviation		n/a	n/a
39	Water Main - Maintenance / Upgrades / Improvements	1			2015	\$790,000	R & E	Dept of Aviation		n/a	n/a
40	Fuel Mains - Maintenance / Upgrades / Improvements	1			2015	\$2,200,000	R & E	Dept of Aviation		n/a	n/a
41	Storage Buildings - Maintenance Support	1			2005	\$3,000,000	R & E	Dept of Aviation		n/a	n/a
<b>SAFETY &amp; SECURITY</b>											
42	Approach Clearance & Landscaping	1			2004	\$4,100,000	R & E	Dept of Aviation		n/a	n/a
43	Roadway / Curbside Safety Upgrades	1			2005	\$1,000,000	R & E	Dept of Aviation		n/a	n/a
44	Airport Security Upgrades and Improvements - Annual Program	1			2005	\$11,300,000	R & E	Dept of Aviation		n/a	n/a
45	Fire Station Upgrades / Improvements - Annual Program	1			2004	\$7,200,000	R & E	Dept of Aviation		n/a	n/a
46	Install Security Card Readers - All Elevators Terminal & Concourses	1			2004	\$400,000	R & E	Dept of Aviation		n/a	n/a
47	New Fire Training Facility	1			2005	\$13,000,000	R & E	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
48	Lighting Improvements - Lower Level Terminal baggage Make up	1			2005	\$300,000	R & E	Dept of Aviation		n/a	n/a
49	Lighting Improvements - Lower Level Roadway and Pedestrian Connectors	1			2005	\$500,000	R & E	Dept of Aviation		n/a	n/a
50	Fire Station # 24 - Remodeling / Expansion		5		2004	\$3,400,000	R & E	Dept of Aviation		n/a	n/a
51	Fire Station #32 - Remodeling / Expansion		5		2004	\$3,400,000	R & E	Dept of Aviation		n/a	n/a
52	Fire Station #35 - Remodeling / Expansion		5		2004	\$3,400,000	R & E	Dept of Aviation		n/a	n/a
53	New Fire Administration Building		5		2004	\$2,100,000	R & E	Dept of Aviation		n/a	n/a
54	New Airport Safety / Command & Control Center		5		2005	\$10,000,000	R & E	Dept of Aviation		n/a	n/a
<b>AIRFIELD</b>											
55	Airfield Pavement Repair (Annual Maint. / Upgrade Program)	1			2015	\$34,000,000	R & E	Dept of Aviation		n/a	n/a
56	Airfield Pavement Replacement Program (Runways and Taxiways)	1			2008	\$118,128,680	R & E	Dept of Aviation		n/a	n/a
57	Taxiway "L" Extension - Runway 27R holding area	1			2006	\$12,500,000	Bond	Dept of Aviation		n/a	n/a
58	Runway Safety Area Improvements		5		2008	\$10,000,000	Bond	Dept of Aviation		n/a	n/a
59	Construct Additional High Speed Runway Exits (R/W 27R Arrivals)		5		2004	\$3,000,000	Bond	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
60	Construct Taxiways M14, B12, and B14		5		2004	\$5,500,000	R & E	Dept of Aviation		n/a	n/a
61	Airfield Erosion Control & Re-Vegetation - Annual Program	1			2015	\$2,950,000	R & E	Dept of Aviation		n/a	n/a
62	Hold Pad Runway 9L Departures		5		2010	\$6,000,000	Bond	Dept of Aviation		n/a	n/a
63	Joint Seal - Phase 4	1			2004	\$3,000,000		Dept of Aviation		n/a	n/a
64	End Around Taxiway - Runway 8R Threshold	1			2005	\$33,304,000	Bond/Grants PFC	Dept of Aviation		n/a	n/a
65	Runway 9L Extension (911' extension)			15	2008	\$22,673,000		Dept of Aviation		n/a	n/a
66	Runway 27R Extension (500' extension)			15	2011	\$23,537,000		Dept of Aviation		n/a	n/a
67	Taxiway "N" Extension			15	2011	\$39,263,000		Dept of Aviation		n/a	n/a
68	New Parallel Taxiway serving Runway 26L			15	2006	\$32,492,000	Bond	Dept of Aviation		n/a	n/a
69	Airfield Lighting Systems - Maintenance / Upgrade / Replacement Program	1			2015	\$22,000,000	R & E	Dept of Aviation		n/a	n/a
70	Apron Replacement Program		5		2005	\$100,700,000	Bond	Dept of Aviation		n/a	n/a
<b>SIGNAGE &amp; GRAPHICS</b>											
71	Signage Improvements - Dynamic Roadway Signage Enhancements	1			2005	\$1,000,000	R & E	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
72	Signage Improvements. - Dynamic Terminal / Concourse Signage Enhancements	1			2005	\$2,000,000	Bond	Dept of Aviation		n/a	n/a
73	Signage and Graphics Modifications / Additions - Annual Program	1			2015	\$8,250,000	R & E	Dept of Aviation		n/a	n/a
74	Parking Deck Signage Upgrade	1			2005	\$650,000	R & E	Dept of Aviation		n/a	n/a
75	Centralized FIDS - Phase 2	1			2005	\$4,200,000	R & E	Dept of Aviation		n/a	n/a
76	Information Kiosks - Phase 2	1			2005	\$300,000	R & E	Dept of Aviation		n/a	n/a
<b>PARKING / ROADWAYS / GROUND TRANSPORTATION</b>											
77	Terminal Roadway Improvements - Phase 2	1			2004	\$20,000,000	PFC	Dept of Aviation		n/a	n/a
78	Roadway & Parking Maint. / Upgrades / Replacement Program - NLVRs	1			2015	\$11,000,000	R & E	Dept of Aviation		n/a	n/a
79	Intra-Airport Bus System - New Facilities		5		2011	\$4,700,000	R & E	Dept of Aviation		n/a	n/a
80	Upgrade Parking Revenue Control System	1			2005	\$2,100,000	R & E	Dept of Aviation		n/a	n/a
81	Replacement of Parking Exit Booths	1			2005	\$325,000	R & E	Dept of Aviation		n/a	n/a
82	Resurface North-South Economy Lots	1			2004	\$750,000	R & E	Dept of Aviation		n/a	n/a
83	Off-site Employee Parking Lot Improvements	1			2005	\$2,500,000	R & E	Dept of Aviation		n/a	n/a



	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
84	Sky Bridges - Parking Decks to Terminal		5		2005	\$10,000,000	R & E	Dept of Aviation		n/a	n/a
85	Exterior Landscaping Program	1			2005	\$1,000,000	R & E	Dept of Aviation		n/a	n/a
86	Parking Decks - Maintenance / Upgrades / Replacements	1			2015	\$1,890,000	R & E	Dept of Aviation		n/a	n/a
87	Surface Parking Lots - Maintenance / Upgrades / Replacement		5		2014	\$14,790,000	R & E	Dept of Aviation		n/a	n/a
88	On-Airport Public Road System - Maintenance / Upgrades / Replacement	1			2015	\$41,210,000	R & E	Dept of Aviation		n/a	n/a
89	On-Airport Non-Terminal Roadways - New Facilities			15	2013	\$33,382,000		Dept of Aviation		n/a	n/a
<b>CARGO</b>											
90	Upgrades to Existing Facilities for Import / Export Designation - AFIS	1			2004	\$1,100,000	R & E	Dept of Aviation		n/a	n/a
91	Renovations / Upgrade to North Cargo Building and Access / Parking areas	1			2005	\$3,500,000	R & E	Dept of Aviation		n/a	n/a
<b>ENVIRONMENTAL</b>											
92	Stormwater Retention Basin - Ongoing Maintenance Program	1			2015	\$3,350,000	R & E	Dept of Aviation		n/a	n/a
93	Noise Mitigation Program - FAR Part 150 Program (City Match @ 20%)	1			2004	\$25,000,000	R & E	Dept of Aviation		n/a	n/a
94	Special Materials Handling Building	1			2005	\$3,500,000	R & E	Dept of Aviation		n/a	n/a
95	New Pollution Control Facility		5		2005	\$5,200,000	R & E	Dept of Aviation		n/a	n/a

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
96	Noise & Flight Track Monitoring System Upgrades and Improvements	1			2015	\$900,000	R & E	Dept of Aviation		n/a	n/a
97	Ramp Wastewater Disposal Facility	1			2005	\$500,000	R & E	Dept of Aviation		n/a	n/a
<b>MP FIFTH RUNWAY</b>											
98 & 99	5th Runway Extended - 9000' final length		5		2005	\$456,853,086	Bond	Dept of Aviation		n/a	n/a
100	Property Acquisition - Extended 5th Runway		5		2004	\$82,612,000	PFC	Dept of Aviation		n/a	n/a
<b>MP SOUTH TERMINAL AND CONCOURSE</b>											
101	New South Terminal, Frontal Gates, Apron, and Support Facilities		5		2011	\$688,628,000	PFC	Dept of Aviation		n/a	n/a
102	Concourse 1 and associated Aprons, Taxiways, and Support Facilities		5		2011	\$232,869,000	PFC	Dept of Aviation		n/a	n/a
103	New Taxiway Connectors to serve Southside Gates		5		2011	\$56,125,000	Bond	Dept of Aviation		n/a	n/a
104	Property Acquisition - South Terminal / Concourses / Roadways		5		2011	\$193,511,229	PFC	Dept of Aviation		n/a	n/a
<b>MP CONSOLIDATED RENTAL CAR FACILITY</b>											
105	CONRAC and Support Facilities		5		2006	\$129,000,000	Bond	Dept of Aviation		n/a	n/a
106	CONRAC Property Acquisition		5		2004	\$4,000,000	Bond	Dept of Aviation		n/a	n/a
<b>MP CONCOURSE E EXPANSION &amp; LANDSIDE ACCESS (CEELA)</b>											

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
107	CEELA Terminal Bldg and Support Facilities		5		2005	\$718,000,000	PFC	Dept of Aviation		n/a	n/a
	<b>MP WEST SIDE TERMINAL ACCESS ROAD SYSTEM</b>										
108	New Terminal Access Roadway System - West side Terminals		5		2011	436974000	PFC	Dept of Aviation		n/a	n/a
	<b>MP APM SOUTH TERMINAL</b>										
109	Airport People Mover (APM) System Connector - New Terminal to Concourses		5		2011	\$155,500,000	PFC	Dept of Aviation		n/a	n/a
110	APM Maintenance Facility		5		2011	\$37,500,000	PFC	Dept of Aviation		n/a	n/a
	<b>MP MARTA EXTENSION TO SOUTH TERMINAL</b>										
111	Extend MARTA to New South Terminal		5		2011	\$181,912,880	GRANTS	Dept of Aviation		n/a	n/a
112	New MARTA Station for South Terminal		5		2011	\$75,000,000	GRANTS	Dept of Aviation		n/a	n/a
	<b>MP PARKING STRUCTURE FOR SOUTH TERMINAL</b>										
113	Parking Structures - New South Terminal		5		2011	\$222,500,000	PFC	Dept of Aviation		n/a	n/a
	<b>MP CARGO</b>										
114	South Cargo Complex - Building #4	1			2005	\$8,000,000	R & E	Dept of Aviation		n/a	n/a
115	Air Cargo Complex Expansion Program	1			2015	\$416,292,000	R & E	Dept of Aviation		n/a	n/a
	<b>MP OTHER</b>										

	Description	Initiation Year			Completion Year	Cost	Funding Source	Responsible Party	CIP #	NPU	CD
116	Concourse D Expansion (accommodate increased demand)			15	2014	\$76,080,000	Bond	Dept of Aviation		n/a	n/a
117	Aircraft Maintenance Facilities - Future Expansion			15	2015	\$318,901,002	R & E	Dept of Aviation		n/a	n/a
118	GSE Facilities - Future Expansion			15	2012	\$15,690,000	R & E	Dept of Aviation		n/a	n/a
119	Flight Kitchens - Future Expansion			15	2014	\$34,875,000	R & E	Dept of Aviation		n/a	n/a
120	Airport Support Facilities - Future Expansion			15	2015	\$37,025,000	R & E	Dept of Aviation		n/a	n/a
121	Parking Structures - Existing Terminal			15	2012	\$60,578,000		Dept of Aviation		n/a	n/a
122	People Mover System (Non-sterile) to serve Westside Terminals & Centralized RAC			15	2009	\$170,000,001		Dept of Aviation		n/a	n/a
123	Concourse 2 and associated Aprons, Taxiways, and Support Facilities			15	2011	\$232,869,000	PFC	Dept of Aviation		n/a	n/a

## **SURFACE STREETS**

### **CURRENT CONDITIONS: SURFACE STREETS**

The Department of Planning, Development, and Neighborhood Conservation (DPDNC) is responsible for planning, prioritizing, and programming improvements to the street system. The Department of Public Works (DPW) is responsible for construction and maintenance of roads and rights-of-way, operation of the street system, including the installation and maintenance of roadway lighting, traffic signals, traffic signs and pavement markings. This system is under the control of the City, with the exception of state-routes, which are controlled by the Georgia Department of Transportation (GDOT). In the city, there are 1,440 miles of surface streets, 450 bridges and viaducts (160 of which are maintained by the City) and 875 traffic signals. Parts of the system have exceeded their expected lifetime.

The City of Atlanta has approximately 40 miles of unpaved streets, which the City intends to pave within the next 15 years. The Department of Planning and Development, in cooperation with DPW, will prepare specific recommendations for paving these streets, including cost estimates and potential funding sources.

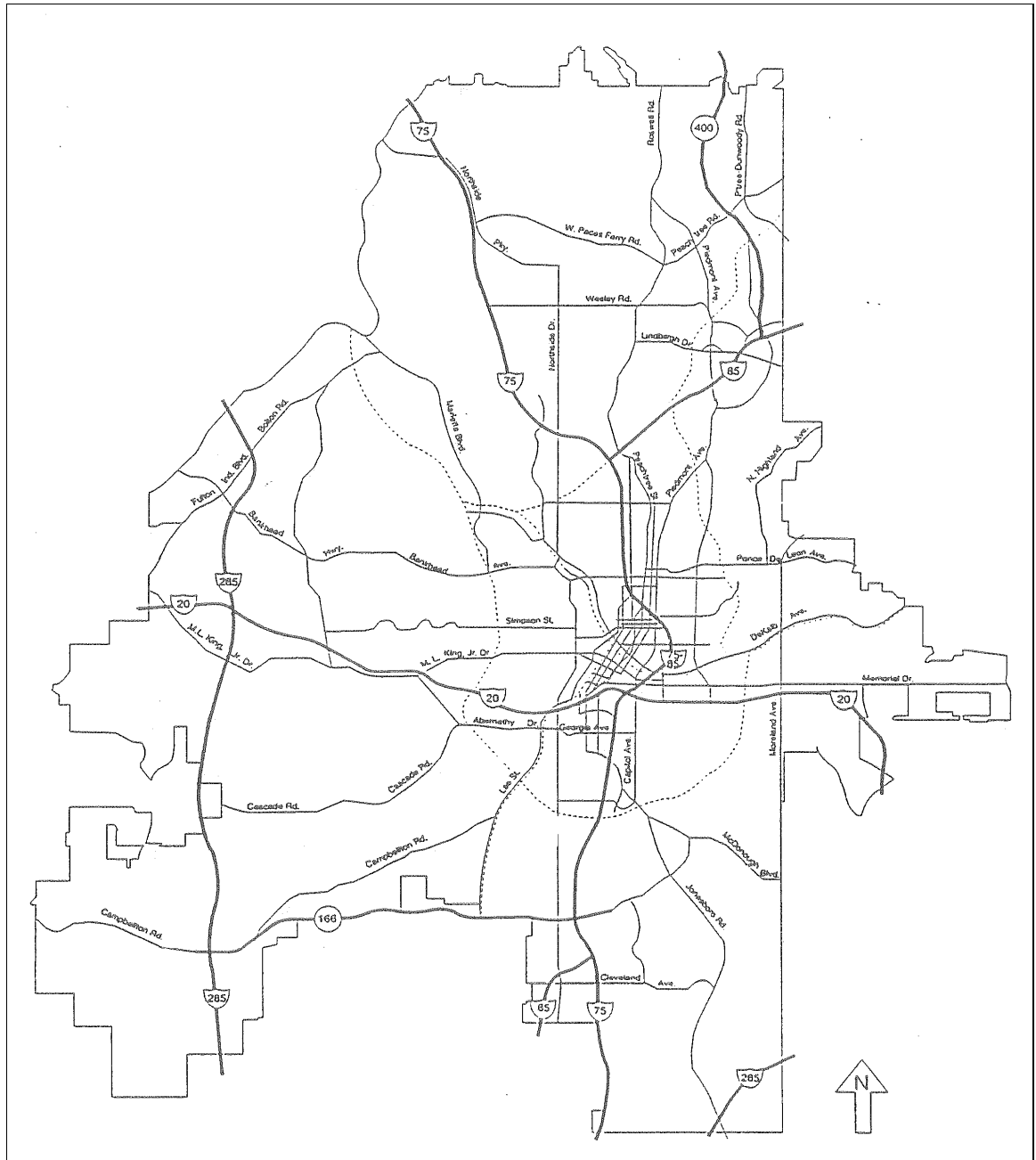
The most critical elements in need of replacement or renovation are the bridges, viaducts and traffic signals. The bridges represent the City's most immediate repair, replacement, or reconstruction needs. The state and City continually monitor bridges and viaducts to assess their load capacity and functionality.

Eleven bridges are load-restricted, i.e. heavy trucks and buses are prohibited from crossing them (a list of the load-restricted bridges is on file in the Bureau of Highways and Streets). In addition, the Bankhead Avenue bridge over the CSX rail tracks is closed.

### **ANTICIPATED FUTURE CONDITIONS: SURFACE STREETS**

In most areas the existing street system will be able to handle traffic growth through implementation of intersection improvements and turn lane and signalization upgrades. In high-growth areas significant upgrades in system capacity, such as widenings and new street construction will be needed. However, the ability to create new capacity is limited since the Atlanta Region does not meet federal air quality standards.

**Map 9-2: Major Roadway System**



### **CURRENT POLICIES: SURFACE STREETS**

1. Support the efficient movement of traffic with sensitivity to neighborhood integrity.
2. Support pedestrian activity as a preferred mode of transportation in densely developed areas with accommodation for the handicapped.
3. Support the pursuit of new funding sources for transportation and pedestrian-system improvements.

4. Use traffic signalization improvements and intersection improvements to slow traffic and improve the safety and quality of the pedestrian environment.
5. Assure compatibility of freight operations with existing neighborhoods and streets.
6. Support bicycling as a preferred mode of nonpolluting transportation by constructing bicycle facilities throughout the City.
7. Promote the paving of all city streets to control dust pollution and reduce city maintenance costs.
8. Update and Implement a citywide pedestrian plan and program.
9. Promote and plan for greater street connectivity in major travel corridors.

## **CURRENT PROGRAMS AND PROJECTS: SURFACE STREETS**

Programs and projects can be categorized into four areas: maintenance, capacity and safety improvements, alternative modes of travel, and signalization.

Maintenance includes resurfacing, curb and sidewalk repair, and bridge/viaduct renovation or replacement. Capacity and safety improvements include intersection improvements, addition of turn lanes and comprehensive widening projects. Alternative modes of travel include pedestrian and bicycle facilities such as new sidewalks, greenway trails, and bike lanes. Signalization includes installing new signals, expanding the computer-controlled signal system, and modernizing signal equipment.

### ***MAINTENANCE***

Major initiatives in maintenance activities are related to assuring the continued service of the City's bridges and viaducts. These structures must be able to carry vehicular weights consistent with the street's function. Evaluation of all bridges and viaducts is continuing by DPW engineering staff, with the goal of establishing a prioritized program of renovation and replacement. Structures already identified for need of immediate attention are the Spring Street Viaduct, and the Peachtree Street Viaduct.

### ***CAPACITY AND SAFETY***

Capacity and safety improvement projects include widening Campbellton Road, Lenox Road, and Roxboro Road; and improving the interchanges at Greenbriar Parkway, Campbellton Road and Langford Parkway.

Modification of intersections is a high return on investment means of improving traffic flow. Ten intersection improvement projects are included in the listing of projects at the end of this section. Also, GDOT plans include improvements to various intersections along Northside Drive from I-75 to I-20. Preliminary engineering and design are required in order to identify changes to the intersection geometries. Other locations will be considered during this process of identifying low-cost intersection improvements.

Three railroad overpasses will be replaced as part of roadway widening projects. These are the CSX Railroad overpass on Bankhead Highway, the CSX Railroad overpass on Northside Drive and the Norfolk-Southern Railroad overpass on Northside Drive.

## *ALTERNATIVE MODES OF TRANSPORTATION*

The City is committed to implementing strategies for reducing automobile source emissions ozone-causing pollutants. One strategy is to construct pedestrian and bicycle facilities that offer citizens and visitors alternative means of travel. Transit-oriented sidewalks that have the greatest potential for reducing dependence on Single Occupancy Vehicles (SOVs). The City is constructing a network of multi-use greenway trails and on-street bikeways to reduce dependence on the automobile.

## *SIGNALIZATION*

The DPW has initiated a program to upgrade the existing signal-control equipment and to replace the central computer. To that end, a project that provides funds for the design and installation of the Atlanta Transportation Management System (ATMS) is underway. The Inter-modal Surface Transportation Efficiency Act (ISTEA) and other funding have been a major source of support for this project. Now under the Transportation Equity Act for the 21<sup>st</sup> century (TEA-21), the City is receiving portions of a \$58 million grant to complete this project.



## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS - INTERSECTIONS

Project List 9-2: 2004 CDP Transportation Current Programs and Projects - Intersections

Transportation Intersections	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
1	Bolton Rd at Marietta			15	2016	350	Annual Bond Fund / D.I. F, Federal	DPW	SB-005	D,G	8,9
2	Buford Hwy at Sidney Marcus Blvd		5		2004	2000	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	B	7
3	Butler St./Auburn Ave. Intersection Improvements			15	2016	1500	GDOT, Federal	DPW	n. i.	M	2
4	Channelization and Islands	1	5	15	1999	200	Annual Bond Fund / D.I. F, Federal	DPW	TE-007	all	all
5	Cheshire Bridge Rd at Lindbergh Dr.		5		2006	2500	Annual Bond Fund / D.I. F, Federal	DPW	SB-074	F	6
6	McDaniel St at So RR			15	2016	1000	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	V	2,4
7	Memorial Dr at Boulevard		5		2006	1000	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	N,W	1,5
8	Memorial Dr at Moreland Ave.	1			2004	500	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	O,W	5
9	Memorial at Candler Rd.	1			2004	500	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	O,W	5

Transportation Intersections	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
10	MLK Jr. Dr at Ashby			15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	SB-222	K,L,T	3,4
11	Moreland Avenue at Glenwood Avenue			15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	SB-232	W	1,5
12	Moreland Avenue at Memorial Dr & Arkwright Place		5		2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	SB-231	N,O	5
13	Northside Dr at 10th, 14th, McDaniel, Fair, Mitchell, Simpson, MLK, North and Bankhead Hwy		5	15	2019	10000	Annual Bond Fund / D.I. F, Federal	DPW	SB-224	E,M	2,3
14	Peachtree Rd at Lenox Pkwy		5		2004	1000	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	B	7
15	Peachtree Rd at Tower Place Drive		5		2009	50	Annual Bond Fund / D.I. F, Federal	DPW	n. i.	B	7
16	Southwest Atlanta Plan – I-20 Ramp Improvements @ MLK, Jr. Drive		5	15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	I	10
17	Southwest Atlanta Plan – Abernathy & MLK, Jr. Drive Improvements		5	15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	I	10
					2019						

Transportation Intersections	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
19	Southwest Atlanta Plan – Fairburn & Benjamin E. Mays Drive Improvements		5	15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	H	10
20	Southwest Atlanta Plan – Cascade Road & Benjamin E. Mays Drive		5	15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	I	10
21	Southwest Atlanta Plan – Mt. Gilead/Campbellton Road Improvements		5	15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	R	11
22	Southwest Atlanta Plan – Fairburn Road & Campbellton	1	5	15	2019	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	P	11
	-deleted-										
24	Southwest Atlanta Plan – Railroad Intersection Improvements	1	5		2009	1000	Annual Bond Fund / D.I. F, Federal	DPW	N/A	H, I, P, R	10, 11
25	Metropolitan Pkwy (Stewart Avenue) intersection improvements		5	15	2019	7500	Annual Bond Fund / D.I. F, Federal	DPW	n.i.	X	12
26	14 <sup>th</sup> St. fr. Techwood Dr. to West Peachtree		5		2009	2000	Annual Bond Fund / Dev. Impact fees, Federal	DPW	n. i.	E	7
27	Briarcliff Rd. at Ponce de Leon Ave.		5		2009	2500	Annual Bond Fund / Dev. Impact fees, Federal	DPW	n. i.	F	6

Transportation Intersections	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
28	Fairburn Rd @ Ben E. Mays Dr.		5		2009	1000	Annual Bond Fund / Dev. Impact fees, Federal	DPW	n. i.	H	10
29	Hutchens Rd. @ School Rd./Jonesboro Rd.		5		2009	500	Annual Bond Fund / Dev. Impact fees, Federal	DPW	n. i.	Z	12
30	Jonesboro Rd. fr. Macedonia Rd. to Hutchens and School Rd.		5		2009	500	Annual Bond Fund / Dev. Impact fees, Federal	DPW	n. i.	Z	12
31	McDonough/University/Ridge/Hank Aaron Dr.		5		2009	1500	Annual Bond Fund / Dev. Impact fees, Federal	DPW	n. i.	V, Y	1,2,4
32	Piedmont Rd. @Sidney Marcus BLVD., Morosgo Dr., Lindbergh Dr., and Garson Rd.		5		2009	7500	Dev. Impact Fees / TEA-21, Federal	DPW.		B	7
33	Virginia Ave. @ Highland Ave.		5		2009	500	Annual Bond Fund / Dev. Impact fees, Federal	DPW.		F	6

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – NEW STREET CONSTRUCTION

**Project List 9-3: 2004 CDP Transportation Current Programs and Projects – New Street Construction**

Transportation New Street Construction	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
1	Barge Rd/ Greenbriar Pkwy Connector			15	2004	800	GDOT, Federal		SB-260	R	11
2	Beatie Street Extension to Calhoun			15	2019	500	GDOT, Federal	DPW	n. i.	X	12
3	Culpepper St Extension to Ellsworth			15	2019	700	GDOT, Federal	DPW	n. i.	D	8
4	Glenwood-Land Port Connector from the Glenwood-Memorial Drive Connector to Wylie St			15	2019	1000	GDOT, Federal	DPW	SB-218	N,W	5
5	James Avenue from Old Hightower Road to Fifth Street			15	TBD	TBD	GDOT, Federal	DPW		G	9
6	Mechanicsville Truck Route		5		2009	1327	GDOT, Federal	DPW	n. i.	V	2,4
7	Stone-Hogan Extension to North Desert Drive			15	2019	1500	GDOT, Federal	DPW	SB-254	R	11

**Project List 9-4: 2004 CDP Transportation Deleted Programs and Projects – New Street Construction**

Transportation New Street Construction	Description
	None

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – STREET RECONSTRUCTION

**Project List 9-5: 2004 CDP Transportation Current Programs and Projects – Street Reconstruction**

Transportation Street Construction	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
1	Airline Street		5		2004		General Fund	DPW	n.i.	M	2
2	Mitchell St from Spring St to Capitol Ave			15	2019	1600	General Fund	DPW	SB167	M	2
3	Piedmont Avenue from Decatur to Ralph McGill Blvd	1			1999	2300	General Fund	DPW	SB181	M	2
4	Southwest Atlanta Plan – Peyton Road Horizontal Curve		5	15	2009			DPW	N/A	I	10
5	Southwest Atlanta Plan – MLK, Jr. Drive Realignment			15	2019			DPW	N/A	I	10
6	Southwest Atlanta Plan – Greenbriar mall Access Improvements		5	15	2019			DPW	N/A	P, R	11
7	Southwest Atlanta Plan – I-285 Noise Abatement Program	1	5		2019			DPW	N/A	H, I, P, R	10, 11
8	Walton Street from Marietta to Peachtree			15	2019	1100	General Fund	DPW	SB173	M	2

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – STREET WIDENINGS AND UPGRADES

### Project List 9-6: 2004 CDP Transportation Current Programs and Projects – Street Widenings and Upgrades

Transportation Street Widenings and Upgrades	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respons ible Party	CIP #	NPU	CD
		1	5	15							
1	Alexander, Jones & Simpson Streets from W Peachtree St to Northside Drive (a.k.a. McGill Extension)	1			2009	4000	Bond Fund, Federal	DPW	SB33	M	2
2	Bankhead Hwy from Gary to Law; and from Harwell Rd to Holmes Drive		5		2009	900	Bond Fund, Federal	DPW	SB49	G,H,I,K	9
3	Bolton Rd from Fulton Industrial to Marietta			15	2019	4000	Bond Fund, Federal	DPW	n.i.	D,G	8,9
4	Campbellton Rd from Barge Rd to City Limits			15	2019	5500	Bond Fund, Federal	DPW	SB090	P	11
5	Campbellton Rd Segments :; Phase III- Harbin to Willis Mill; Phase IV- Timothy to Ft McPherson; Phase V- Ft McPherson Gate to Lee Street		5	15	2019	12004	Bond Fund, Federal	DPW	SB06	P,R	11
6	DeKalb Avenue from Jackson St to Moreland Avenue			15	2019	18000	Bond Fund, Federal	DPW	SB244	M,N	2,5
7	Eighth St from Williams St to Juniper			15	2019	1000	Bond Fund, Federal	DPW	SB242	E	7
8	Eleventh St from W Peachtree St to Piedmont Ave			15	2019	3000	Bond Fund, Federal	DPW	SB245	E	7
9	Fairburn Rd from Benjamin E. Mays Dr. to City Limits		5		2009	5100	Bond Fund, Federal	DPW	SB418	H	10
10	Fifth Street from Williams St to Peachtree St			15	2019	1925	Bond Fund, Federal, Private	DPW	SB409	E	7

Transportation Street Widenings and Upgrades	Description	Initiation Year	Compl etion Year	COST x 1,000	Funding Source	Respons ible Party	CIP #	NPU	CD
11	Fulton Industrial Blvd from North Aviation Circle to Bankhead Hwy	5	2009	7560	Bond Fund, Federal	DPW	SB60	H	9
12	Hilliard St from Chamberlin to Auburn Avenue	15	2019	127	Bond Fund, Federal	DPW	n.i.	M	2
13	HE Holmes Drive from I-20 to Bankhead Hwy	5	2004	5000	Bond Fund, Federal	DPW	n.i.	G,H, J	3,9
14	Howell Mill from Marietta St to Collier Rd	5 15	2019	300	Bond Fund, Federal	DPW	SB212	D	8
15	Huff Rd from Howell Mill to Marietta Blvd	15	2019	500	Bond Fund, Federal	DPW	SB25	D	8
16	Lenox Rd from Canterbury Rd to Ferncliff Rd	5	2009	5100	Bond Fund, Federal	DPW	SB152	B	6
17	Marietta Blvd from Bolton Rd to City Limits	5	2009	1500	Bond Fund, Federal	DPW	SB102	C,D	8
18	Memorial Drive from Pearl to Whitefoord	15	2019	10000	Bond Fund, Federal	DPW	SB243	N,O	5
19	MLK Jr. Dr. from Bolton Rd to West Lake Avenue	15	2019	3000	Bond Fund, Federal	DPW	SB410	I	
20	MLK Jr. Dr. improvements: Contract 2) widen from Barfield to Holmes Drive and Fairburn Road; 3) improve intersection at Lynhurst	5 15	2004	1000	Bond Fund, Federal	DPW	n.i.	H	9
21	Northside Dr. from I-20 to I-75	5	2009	36670	Bond Fund, Federal	DPW	n.i.	D,E	8
22	Pine St from Peachtree St to Piedmont Ave	15	2019	1000	Bond Fund, Federal	DPW	SB082	M	2
23									
24	Seventh St from Juniper to W Peachtree	15	2019	3000	Bond Fund, Federal	DPW	SB248	E	7



Transportation Street Widenings and Upgrades	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respons ible Party	CIP #	NPU	CD
25	Southside Industrial Pkwy from Crown to Gilbert Rd	5			2009	1500	Bond Fund, Federal	DPW	SB092	Z	12
26	Southwest Atlanta Plan – MLK, Jr. Drive Streetscape	1	5	15	2019		Bond Fund, Federal	DPW	N/A	H, I	10
27	Southwest Atlanta Plan – Fairburn Road – Bolton to Cascade	5	15		2019		Bond Fund, Federal	DPW	N/A	H, I	10
29	Thirteenth St from Juniper to W Peachtree			15	2019	1000	Bond Fund, Federal	DPW	SB246	E	7
30	University Avenue	5			2009	4000	Bond Fund/Feder al	DPW			

### 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – UPGRADE EXISTING BRIDGES AND VIADUCTS

#### Project List 9-7: 2004 CDP Transportation Current Programs and Projects – Upgrade Existing Bridges and Viaducts

Transportation Upgrade Existing Bridges and Viaducts	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respons ible Party	CIP #	NPU	CD
		1	5	15							
1	17th Street Bridge	1	5		2009	70,000	State, Federal	DPW	n. i.	E	8
2	Bankhead Hwy at So RR		5		2009	1600	State, Federal	DPW	SB186	E, L	8
3	Bohler Rd at Peachtree Creek		5		2009	2130	Bond Fund, Federal	DPW	SB65	C	8

Transportation Upgrade Existing Bridges and Viaducts	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respons ible Party	CIP #	NPU	CD
		1	5	15							
5	Browns Mill Road Bridge @ Empire Creek	5	15	2019	1200	Bond Fund, Federal	DPW	n.i.	Z	12	
6	Butler Street bridge recst	5		2009	300	State, Federal	DPW	SB286	M	2	
7	Central Avenue bridge over CSX RR	5		2009	300	Bond Fund, Federal	DPW	SB281	M	2	
8	Childress Road Bridge @ South Utoy Creek	5	15	2019	1000	Bond Fund, Federal	DPW	n.i.	I, R	11	
9	CSX RR bridge over Northside Drive	5		2009	6480	Bond Fund, Federal	DPW	n.i.	D	9	
10	CSX RR bridge over Piedmont Avenue	5		2009	300	State, Federal	DPW	SB284	M	2	
11	Dodson Drive Bridge @ South Utoy Creek	5	15	2019	1200	Bond Fund	DPW	n.i.	R	11	
12	Fairburn Rd bridge north of Hogan Rd over CSX RR	1		2009	510	Bond Fund, Federal	DPW	SB405	P	11	
13	Fairburn Rd bridge south of Stone Rd over CSX RR	1		2009	680	State, Federal	DPW	SB403	P	11	
14	Harbin road Bridge @ South Utoy Creek	5	15	2019	1200	Bond Fund	DPW	n.i.	I, R	11	
15	International Blvd bridge over CSX RR	1		2009	1600	State, Federal	DPW	SB283	M	2	
16	Johnson Rd bridge at Proctor Creek		15	2019	1700	Bond Fund	DPW	SB67	G,J	9	
17	Lenox Road Bridge @ South Fork Peachtree Creek	5	15	2019	900	Bond Fund	DPW	n.i.	F	6	
18	MLK Jr. Dr. bridge from Forsyth St to Spring St	1	5	2009	3000	Bond Fund, Federal	DPW	n.i.	M	2	
19	Moore's Mill Rd at Peachtree Creek	5		2009	2400	Bond Fund	DPW	SB64	A,C	8	

Transportation Upgrade Existing Bridges and Viaducts	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
20	Norfolk So RR bridge over Northside Dr		5		2009	6480	Bond Fund, Federal	DPW	n.i.	D,E	9
21	Northside Dr at Peachtree Creek			15	2019	5400	Bond Fund, Federal	DPW	SB66	C	8
22	Peachtree St bridge at Wall St		5		2009	0	State, Federal	DPW	n.i.	M	2
23	Pryor St viaduct over CSX RR		5		2004	600	State, Federal	DPW	SB287	M	2
24	Ridegewood Road Bridge @ Nancy Creek		5	15	2019	1200	Bond Fund	DPW	n.i.	A, C	8, 9
25	Sring St. (Techwood Dr) viaduct over CSX RR		5		2008	500	State, Federal	DPW	SB285	M	2
26	Wieuca Rd Bridge @ Nancy Creek		5	15	2019	850	Bond Fund	DPW	n.i.	B	7

### 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – UPGRADE EXISTING FACILITIES

#### Project List 9-8: 2004 CDP Transportation Current Programs and Projects – Upgrade Existing Facilities

Trans. Upgrade Existing Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
1	Atlanta Multi-modal Passenger Terminal	1	5	15	2019	169000	Federal Funds	DPW	n.i.	M	2
2	CDBG Sidewalk Assessment	1			1999	200	CDBG	DPW	SB159	all	all
3	MLK/Ashby Street	1	5		2004	3770	General Fund	DPW	n.i.	T	4
4	Neighborhood Sidewalk Improvements	1	5		2004	500	General Fund	DPW	SB205	all	all

Trans. Upgrade Existing Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
5	Neighborhood Traffic Management		5		2004.	40	General Fund	DPW	TE058	all	all
6	Northside Drive Signalization	1			2005	6640	General Fund	DPW	n.i.	D,E	2,3
7	Overhead Street Name Signs	1	5		2004.	40	General Fund	DPW	TE061	all	all
8	Peachtree Street	1	5		2004	5500	General Fund	DPW	n.i.	E,M	2,7
9	Traffic Calming Measures/Speed Hump Installations	1	5		2004	4300	General Fund	DPW	n.i.	all	all
10	Street Light Modernization	1	5	15	2019	5700	General Fund	DPW	TE 106	all	all
11	Summerhill Neighborhood Streets – Phase II	1	5		2004	1900	General Fund	DPW	n.i.	V	2
12	Traffic Operations Improvements		5		2004.	600	General Fund	DPW	TE056	all	all
13	Traffic Signal Modernization	1	5		2004	10000	General Fund	DPW	TE004	all	all
14	Unpaved Streets - NE	1	5		2004	330	General Fund	DPW	n.i.	E, F, B	2, 6, 7
15	Unpaved Streets - NW	1	5		2004	2163	General Fund	DPW	n.i.	A, C, D, G, J, K, L	3, 8, 9
16	Unpaved Streets - SE	1	5		2004	1343	General Fund	DPW	n.i.	O, W, Y, Z	1, 2, 5, 12
17	Unpaved Streets - SW	1	5		2004	15021	General Fund	DPW	n.i.	H, I, P, R, S, T,V,X	4, 10, 11, 12

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – SUPPORT FACILITIES

### Project List 9-9: 2004 CDP Transportation Current Programs and Projects – Support Facilities

Transportation Support Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NP U	CD
		1	5	15							
1	ComCare Housing Site Improvements		5		2004.	14	General Fund	DPW	n.i.		
2	Hill Street Concrete Plant		5		2004	450	General Fund	DPW	SB194	W	1
3	Hill Street Maintenance Facility		5		2004	600	General Fund	DPW	SB193	W	1
4	Street and Sidewalk Assessment Program	1	5		2004	100	General Fund	DPW	n.i.		
5	Truck & Equipment Wash Facility		5		2004	300	General Fund	DPW	SB211	X	12

## **LIMITED ACCESS HIGHWAYS**

### **CURRENT CONDITIONS: LIMITED ACCESS HIGHWAYS**

Limited-access highways within Atlanta include I-20 (SR 402), I-75 (SR 401), I-85 (SR 407), the Buford Highway Connector (old I-85), the Arthur Langford Jr. Memorial Parkway (formerly Lakewood Freeway, SR 166) and Georgia 400 (SR 400).

These limited-access facilities are under the control of the Georgia Department of Transportation. All of these facilities, except the Arthur Langford Jr. Memorial Parkway have been reconstructed in the past ten years to improve safety and to increase capacity.

### **ANTICIPATED FUTURE CONDITIONS: LIMITED ACCESS HIGHWAYS**

In spite of recent and planned improvements to the freeway system, most of that system is forecast to be operating above capacity in the year 2010. Use of the high occupancy vehicle (HOV) facilities and the rapid-rail transit system will provide alternatives that will allow the system to operate at an acceptable level of service provided they are sufficiently utilized by the general public. These actions will also be instrumental in the region's efforts to comply with Clean Air Act requirements. Continued use of the freeway variable message signs installed as part of ATMS is anticipated. Communication lines were constructed along I-75 and I-85 for traffic surveillance and control, incident management and the ATIS. An aerial surveillance system was also installed and twelve HERO incident response vehicles are in operation.

### **CURRENT POLICIES: LIMITED ACCESS HIGHWAYS**

1. Support essential highway improvements, which would improve safety, relieve traffic on City streets and contain provisions for neighborhood protection.
2. Support provisions for high occupancy vehicles (HOV) in freeway design.

### **PROGRAMS AND PROJECTS: LIMITED ACCESS HIGHWAYS**

The Georgia DOT has implemented 60 miles of HOV express lane miles in the metropolitan area on major freeways with the intention of significantly reducing the number of single occupancy trips and /or vehicle miles of travel.

The projects include resurfacing, re-striping and signing of:

- I-75 from I-675 to I-285 south
- I-75 from I-285 north to E. Barrett Parkway
- I-85 from I-285 north to SR 316
- New interchanges at the 17<sup>th</sup> Street Bridge

## **MASS TRANSIT**

### **CURRENT CONDITIONS: MASS TRANSIT**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is the only comprehensive provider of mass transit to the city, the inner suburbs and the central area of the metropolitan area. MARTA provides some 22 million annual vehicle miles of rail service and 29 million miles of feeder bus routes covering urbanized area of Fulton and DeKalb counties. As an alternative to single occupancy vehicles (SOV), MARTA usage contributes to reduced traffic congestion and improved air quality throughout the region.

The MARTA system includes 46 miles of rapid rail with a fleet of 238 cars and 1,500 miles of bus routes serviced by 778 buses. There are 24,000 parking spaces at rail stations and 2,800 at bus facilities. The heavy rail network has 36 stations, 24 of them in Atlanta. The latest rail expansion was approximately seven miles northward on the North Line with three additional heavy rail stations – Buckhead, Medical Center and Dunwoody. An additional North Line extension to Sandy Springs and North Springs began operation in December 2000.

### **CURRENT POLICIES: MASS TRANSIT**

1. Encourage and support further expansion of MARTA rail and bus systems.
2. Support the accessibility of transit to city residents at a reasonable cost.
3. Support the expansion of AMTRAK and the development of commuter-rail passenger and commuter bus service for Atlanta, hubbing at the Downtown Multi-modal Passenger Terminal.

### **CURRENT PROGRAMS AND PROJECTS: MASS TRANSIT**

#### ***LENOX STATION***

Plans for a high-density residential complex adjacent to the Lenox MARTA Station are currently planned. The development will have 380 units.

#### ***NORTH AVENUE***

BellSouth is constructing several new office buildings between North Avenue and 5th Street along Peachtree Street. A new 6-story training center will be built near the North Avenue Station and two more office buildings with approximately 1,000,000 square feet will be built between 3rd and 5th Streets.

#### ***NEW MARTA RAIL FACILITY***

A new facility on Armour Drive will serve as the primary storage, maintenance and dispatching facility for about 100 new rail cars that MARTA has ordered. This project is under construction.

## *PROCUREMENT OF ADDITIONAL TRANSIT CARS*

MARTA has procured 100 heavy rail transit vehicles.

## *WEST LINE EXTENSION*

MARTA has a project included in the Regional Transportation Plan to extend the west line, which currently has its terminus at the H.E. Holmes Station. MARTA rail will be extended to the Fulton Industrial District around Fulton Industrial Boulevard.

## *LINDBERGH CENTER TRANSIT-ORIENTED DEVELOPMENT*

The Lindbergh Center Transit Oriented Development (TOD) site will be a multi-use development with commercial office towers, retail stores, restaurants, and residential buildings. The planned development is presently being constructed on MARTA-owned property around the Lindbergh station. Approximately 3,000,000 square feet of office space will be built.

## *HISTORIC WESTSIDE VILLAGE*

This new mixed-use development atop the Ashby Street MARTA station will provide about one million square feet of retail, residential and office space in a pedestrian-oriented environment connecting the Atlanta University Center to surrounding neighborhoods.

## *THE PROPOSED ATLANTA MULTI-MODAL PASSENGER TERMINAL*

The proposed Multi-modal facility, to be located west of Five Points MARTA station, will connect commuter and intercity rail with local transit, commuter and intercity bus and airport connections. The terminal will be the principal hub for transit systems located throughout the City, and will be the center of a regional commuter-rail system with service planned in a spoke system from Atlanta to Athens, and Macon initially and then to Gainesville, Bremen, Senoia, Cartersville, and Madison. The terminal is being designed to have a track level for AMTRAK and commuter rail, a commuter and intercity bus terminal, as well as street level plazas with a pedestrian concourse, terminal offices, and to provide a base for high density mixed-use pedestrian-oriented development that will connect Downtown, Phillips Arena and the Georgia World Congress Center (GWCC) with Castleberry Hill and west Atlanta neighborhoods.

## **ANTICIPATED FUTURE CONDITIONS: MASS TRANSIT**

The significance of mass transit will increase in the Atlanta Region. Mass transit, as well as bike and pedestrian facilities and other travel modes designed to reduce reliance on single-occupancy vehicles, will rival highway spending as the primary recipient of transportation funding in the future. Population and employment will continue to increase in Atlanta, yet the development of new roads and increased capacity on existing roads will be limited.



Areas with good transit access will benefit from this trend, as shown by the Lindbergh TOD. In addition to the Lindbergh project, TOD's are under development adjacent to two other rail stations. Just as proximity to interstate highways has shaped development patterns in the past, proximity to transit stations will become as important for many types of development.

### *GEORGIA REGIONAL TRANSPORTATION AUTHORITY*

In 1999 Governor Roy Barnes and the Georgia Legislature created the Georgia Regional Transportation Authority (GRTA) to combat regional transportation-related problems resulting from sprawl. GRTA has the power to plan, develop and implement regional mass transit in the 13-county Atlanta non-attainment area. While MARTA has been constrained to serving only Fulton and DeKalb counties, GRTA will have the ability to implement mass transit throughout the region. As additional counties fall into non-attainment status they will become subject to GRTA's authority.

GRTA will review GDOT and Atlanta Regional Commission (ARC) plans, review projects planned by the Georgia Rail Passenger Authority, the Georgia Environmental Facilities Authority and review and approve developments of regional impact as a prerequisite to receipt of state funds. GRTA can also require local governments to issue bonds and levy fees to retire transit-related debt.

### *MARTA'S LONG-RANGE PLANS*

An additional 14 miles and nine stations are planned for construction when funds become available. This phase includes three additional miles of heavy rail line and three new stations within the city. MARTA's current long-range plan calls for 60 miles of heavy rail with 45 stations, five rail branches off the main lines and one road exclusively for buses. A revised long range plan is now under development for a new MARTA network that could modify the current plan by proposing new rail corridors and various modal technologies for certain line segments. The proposed Thomasville Busway corridor will be studied for alternative service in this long-range plan. A demonstration project in the Regional Transportation Plan calls for a study of a rail transit extension to the Greenbriar Mall area, either following railroad corridors or I-285 south or Langford Parkway west.

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS - TRANSIT

### Project List 9-10: 2004 CDP Transportation Current Programs and Projects – Transit

Transportation Transit	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Responsi ble Party	CIP #	NP U	CD
		1	5	15							
1	Atlanta University Center Tram		5		2009	18700	n. i.	MARTA	N/A	T	4
2	Auburn Avenue Trolley		5		2009	24000	n. i.	MARTA	N/A	M	2
3	Buckhead Shuttle	1			2009	75000	n. i.	MARTA	N/A	B	7
4	Central Area Attractions Loop Shuttle - CBD to MLK Jr Center & Carter Center		5		2009	1000	n. i.	MARTA	N/A	I	10
5	Central Business District People Mover		5		2009	75000	n. i.	MARTA	N/A	M	2
6	MARTA Georgia State Western Concourse		5		2009	5000	n. i.	MARTA	N/A	M	2
7	MARTA Proctor Creek Branch Phase II - Line Ext to Perry Homes			15	2019	47000	n. i.	MARTA	N/A	J, K	3, 9
8	MARTA West Line Ext - H.E Holmes Station to Fulton Industrial Blvd.		5		2009	60000	n. i.	MARTA	N/A	M	2
9	Midtown People Mover		5		2009	75000	n. i.	MARTA	N/A	E	7
10	Omni Station Capacity Upgrade	1	5		2009	1700	n. i.	MARTA	N/A	M	2
11	Vine City Station Upgrade	1	5		2009	0	n. i.	MARTA	N/A	L	2
12	Armour Drive Yard	1			2009	2004	n.i.	MARTA	N/A	E	7

**Project List 9-11: 2004 CDP Transportation New Programs and Projects – Transit**

Transportation Transit	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Responsi ble Party	CIP #	NP U	CD
		1	5	15							
1	Modifications to Arts Center MARTA Station	5			2009	500	n. i.	MARTA	N/A	E	7
2	Beltline/C-Loop Transit Sytem	15			2019		n. i.	MARTA	N/A	All	All
3	Peachtree Fixed Guideway Transit	15			2019		n. i.	MARTA	N/A	B, C, E, M	2,6, 7,8

## **BICYCLE FACILITIES**

### **CURRENT CONDITIONS: BICYCLE FACILITIES**

Currently, less than one percent of Atlanta's residents commute to work or school by bike. The City and its residents are, however, making an effort to increase bicycle awareness and improve cycling conditions. The promotion of cycling as a viable mode of transportation is especially important due to regional air quality considerations. By providing safe and convenient bicycle facilities, the City hopes to increase bicycle ridership, thereby reducing dependence on motorized travel. The City has made much progress in recent years toward providing bicycle facilities for the public. Three formal programs exist. They are the City of Atlanta Greenway Trail Corridor Plan, the Atlanta Commuter On-Street Bike Plan, and the City of Atlanta Bicycle Parking Program.

#### ***GREENWAY TRAIL CORRIDOR PLAN***

The City of Atlanta Greenway Trail Corridor Plan was developed through a Citywide, volunteer-sponsored, public participation process in 1991-92. The City and the PATH Foundation in October 1992 published the final Plan. In 1993, the Greenway Trail Corridor Plan became part of the larger Atlanta Parks, Open Space, and Greenways Plan. Since that time, the City of Atlanta has worked jointly with the PATH Foundation to implement the Greenway Trail Corridor Plan. Five trails have been completed and six are under design or construction. Greenway trails are to be used for non-motorized forms of transit, such as walking, jogging, cycling, and skating. They will provide transportation and recreational opportunities as well as safe, easy access to schools, workplaces, major activity centers, parks, and historic and cultural facilities for all City residents.

#### ***ATLANTA COMMUTER ON-STREET BIKE PLAN***

The Atlanta Commuter On-Street Bike Plan seeks to develop a safe transportation network geared toward moving commuter cyclists through the City. The Atlanta Commuter On-Street Bike Plan was developed in 1995 by the Bureau of Planning and the Mayor's Bicycle Planning Committee, which included representatives from the Department of Public Works, the Georgia Department of Transportation, the Atlanta Regional Commission, the PATH Foundation, neighborhood planning units, and local bicycle organizations. The Commuter On-Street Bike Plan calls for designated bicycle routes including bike lanes, bike shoulders, wide curb lanes, and shared travel lanes to be installed on existing streets. The Plan also identifies policies, implementation strategies, design standards, and other related bicycle information. In 2002, the on-street bike plan received an update to reflect completed routes and changes to planned routes. Over the next 10 years, over 300 miles of designated bike routes are to be installed in the City.

#### ***BICYCLE PARKING PROGRAM***

The City of Atlanta Bicycle Parking Program was initiated in 1994 when City Council President Marvin Arrington and Councilmember Mary Davis organized the City Council Bicycle Parking Task Force to examine bicycle parking issues and needs throughout the City. The Committee worked closely with the Mayor's Bicycle Planning Committee and the Corporation for Olympic Development in Atlanta to install almost 200 bike racks in the City prior to the Olympic Games. Additional bicycle racks have been donated to the

City and will be installed in locations Citywide. The Department of Planning and Development is prioritizing suggested locations submitted by neighborhood planning units, cycling organizations, the Atlanta Bicycle Planning Committee, and concerned citizens.

### ***ATLANTA BICYCLE PLANNING COMMITTEE***

On December 2, 1996 the membership of the Mayor's Bicycle Planning Committee and the City Council Bicycle Parking Task Force were officially merged to form the Atlanta Bicycle Planning Committee. Members include representatives from City departments, the Atlanta Regional Commission, the Georgia Department of Transportation, MARTA, the PATH Foundation, neighborhood planning units, and area bicycle organizations. The Committee works with the City to help implement the City's bicycle programs and guide bicycle policy. Committee meetings are open to the public and all participants are welcome.

### **ANTICIPATED FUTURE CONDITIONS: BICYCLE FACILITIES**

The City will continue to work with the PATH Foundation to construct the City's greenway trail system. Eventually, these handicapped accessible, multi-use trails will link the City's neighborhoods and parks with each other, with commercial districts, and with cultural and historic resources. It will be possible for a resident from Southwest Atlanta to travel by trail from Greenbriar Mall to Fernbank Museum or to the Chattahoochee River National Recreation Area. It is anticipated that the greenway trail system will be used by 50 percent of the surrounding population for transportation and recreational uses.

The City will continue to work with the Atlanta Bicycle Planning Committee to implement the Commuter On-Street Bike Plan. New routes will be designed each year. Major routes, designated as one- and five-year projects in the Commuter On-Street Bike Plan, will be constructed primarily as bike lanes and may require road widening. Other bicycle routes may be constructed as part of scheduled road improvement projects.

The City and the Atlanta Bicycle Planning Committee will work to develop policies regarding bicycle parking. Efforts will be made to increase the provision of bicycle parking facilities in new commercial and residential developments. The City will also increase bicycle-parking facilities in public areas and investigate programs that would encourage private property owners to improve bicycle-parking facilities in existing private developments.

### **CURRENT POLICIES: BICYCLE FACILITIES**

1. Increase bicycle ridership as a viable mode of transportation by providing a network of on-street bikeways that is accessible to all neighborhoods and serves residents, commuters and visitors.
2. Incorporate bicycle facilities into the City's transportation planning process.
3. Promote bicycle safety, education, and awareness.
4. Provide efficient and effective maintenance on all on-street bike facilities, thereby providing optimal commuting and recreational opportunities.

5. Promote the provision of pedestrian and bicycle transportation facilities in new commercial and residential developments.
6. Develop a system of multi-use recreational trails within the open space and greenways system, for use by all ages.

### **CURRENT PROGRAMS AND PROJECTS: BICYCLE FACILITIES**

Several new greenway trails are under design or construction including sections of the Chattahoochee Trail and Fort Peachtree Trail, the Arts District Trail from Downtown to Atlanta Memorial Park, the Southtowne Trail, Freedom Trail, and the West End Trail.

Work has begun on the five-year priority bike routes listed in the Commuter On-Street Bike Plan. These include North Highland Avenue, Cascade Road, Berne Street, Wesley Road, James Jackson Parkway, Jonesboro Road, Browns Mill Road, and Flat Shoals Avenue. These projects are inter-jurisdictional routes that link major activity centers, MARTA transit stations, and greenway trails. They are important to the success of the on-street network since they provide the basic trunk system and connections to all other bike routes. They will be constructed primarily as bike lanes, which may require widening some affected streets. Other on-street routes may be implemented in conjunction with scheduled road improvement projects such as Lenox Road and Campbellton Road.

The City is in the process of installing additional bicycle racks Citywide. Suggestions for locations have been solicited from neighborhood planning units, cycling organizations, and the Atlanta Bicycle Planning Committee. Criteria have been developed to determine final locations.

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – BICYCLE FACILITIES

### Project List 9-12: 2004 CDP Transportation Current Programs and Projects – Bicycle Facilities

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
1	Ansley Park from Piedmont Park to Lenox Road		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	E	6,7
2	Benjamin E. Mays Drive from Fairburn to Cascade		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	H,I,S	6,7
3	Berne Street from Grant Park to City Limits	1			2004	8	Gen. Fund/ Federal	DPW	n. i.	W	1, 5
4	Bike Racks Citywide	1			2004	113	Gen. Fund/ Federal	DPW	n. i.	all	all
5	Bolton Road from Jackson Parkway to MLK Jr. Drive		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	D, G, H	9, 10
6	Bolton Road from Jackson PKWY to Marietta Boulevard	5			2009	9	Gen. Fund/ Federal	DPW	n. i.	D	9
7	Boulder Park from City Limits to MLK Jr. Drive		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	H	10
8	Boulevard Drive from City Limits to Grant Park		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	O,W	1,5
9	Browns Mill Road - Marietta Street to Southside Pk	5			2009	20	Gen. Fund/ Federal	DPW	n. i.	V, Y, Z	1, 2, 12
10	Campbellton Road from City Limits to Sandtown Road		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	P,R,S	11, 12
11	Cascade Road - City Limits to West End MARTA	1			2004	17	Gen. Fund/ Federal	DPW	n. i.	I, S	4, 11
12	Chastain Park- West Wesley Road from Chastain Park to West Wesley Road		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	A,C	8
13	Chastain Park-Moores Mill Road	5			2009	13	Gen. Fund/ Federal	DPW	n. i.	A, C	8

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
14	Claire Drive from Ridge Ave to Browns Mill Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	Y,Z	4,1 2
15	Cleveland Ave from City Limits to Jonesboro Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	X,Z	12
16	Clifton Road from Clifton Terrace to City Limits			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	N	6
17	Collier Drive from Gordon Road to J. P. Brawley Drive	1			2004	0	Gen. Fund/ Federal	DPW	n. i.	I	10
18	Colony Parkway from Greenbriar Mall to City Limits		5		2009	9	Gen. Fund/ Federal	DPW	n. i.	R, P	11
19	County Line Road from City Limits to Butner Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	P	11
20	Custer Avenue from McDonough Blvd to Woodland Avenue			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	W	1
21	Defoors Ferry Road from Moores Mill Road to Howell Mill Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	C, D	9
22	Delowe Drive from Cascade Road to City Limits			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	R	11
23	Downtown Loop	1			2004	307	Gen. Fund/ Federal	DPW	n. i.	E, M	2, 6
24	East Confederate Avenue from Grant Park to Woodland Avenue			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	W	1
25	Edgewood Avenue/ McLendon Avenue form Five Points MARTA station to City Limits			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	M,N, O	2,5, 6
26	Fairburn Road from Bolton Road to City Limits			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	H,P	10, 11
27	Forest Park Road - McDonough Blvd to City Limits		5		2009	14	Gen. Fund/ Federal	DPW	n. i.	Z	1, 12
28	Fulton Street and Glenwood Avenue from RDA Blvd to Oakview Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	V,W	1,2, 4



Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
29	Grove Park from Johnson Road to RDA Blvd			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	J,K	3,4,9
30	Hapeville Road from Macon Drive to Browns Mill Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	Z	12
31	Hill Street from Memorial Drive to Lakewood Way			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	W	2
32	Hilliard/ Cherokee from John Wesley Dobbs to Grant Park			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	W	1,2,5
33	Hollywood Road from Bolton Road to Marietta Street			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	D, G, J	3,9
34	Howell Mill Road - Moores Mill Road to Tech Parkway		5		2009	605	Gen. Fund/ Federal	DPW	n. i.	C, D, E, M	2, 8
35	Irwin Street from Five Points to Euclid Avenue			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	M,N	2
36	James Jackson PKWY – City Limits to Hightower MARTA	1			2004	401	Gen. Fund/ Federal	DPW	n. i.	D, G, I, J	3, 9, 10
37	James P. Brawley Drive from Greensferry Street to Marietta Street			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	L,T	3,4
38	John A. White Park – Cleveland Ave. from Casacde Rd. to Cleveland Ave.		5		2009	20	Gen. Fund/ Federal	DPW	n. i.	S, X, Y, Z	4, 11, 12
39	Johnson Road from Hollywood to Peachtree Street			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	C,D	7,8,9
40	Johnson Road/ Briarcliff from E. Rock Springs Road to City Limits			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	F	6
41	Jonesboro Road from Ridge Avenue to City Limits			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	Y,Z	1,12
42	Kimberly Road-Butner Road from Cascade to Tell Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	P	11

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
43	Lee Street/ Venetian Drive from Greensferry Road to Cascade Rd.			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	S,T	4
44	Lee/Whitehall Street - Memorial Dr. to City Limits		5		2009	12	Gen. Fund/ Federal	DPW	n. i.	S, T, V, X	2, 4, 12
45	Lenox Road - Peachtree Road to Virginia Avenue	1			2004	308	Gen. Fund/ Federal	DPW	n. i.	B, F	6, 7
46	Lindbergh Drive from Peachtree Road to City Limits	1			2004	0	Gen. Fund/ Federal	DPW	n. i.	B,F	6,7
47	Loridans Drive from Wieuca Road to Stoval Boulevard			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	B	7
48	Lynhurst Drive from MLK Jr. Drive to Cascade Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	I	10, 11
49	Marietta Blvd from Chattahoochee River to Howell Mill Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	D	9
50	MLK Jr. Drive from Hightower MARTA station to City Limits		5		2019	9	Gen. Fund/ Federal	DPW	n. i.	H,I	10
51	MLK Jr. Drive from Hightower MARTA station to Hill Street			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	I,J,K	2,3, 5,1 0
52	Miscellaneous Bike Route Connections	1	5	15	2019	0	Gen. Fund/ Federal	DPW	n. i.	all	all
53	Morningside Drive from Wildwood to Lanier Blvd			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	F	6
54	Mount Gilead Road from Headland Drive to Fairburn Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	P,R	11
55	Mount Paran Road from Paces Ferry to Chastain Park			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	A	8
56	Niskey Lake Road from City Limits to Butner Road			15	2019	0	Gen. Fund/ Federal	DPW	n. i.	P	11

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
57	North Avenue from Bedford Place to Candler Park		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	E,F	2,6
58	North Avenue, from Hightower Rd. to J. P. Brawley Dr.		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	J,K	3
59	North Highland from Virginia Ave to McDonough Blvd	1			2004	17	Gen. Fund/ Federal	DPW	n. i.	N,O, W	1,2, 5,6
60	Northside Drive from Simpson Street to RDA Boulevard		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	L,M, V	3,4
61	Northside Pkwy from Chattahoochee River to Moores Mill Rd.	5			2019	11	Gen. Fund/ Federal	DPW	n. i.	A,C	8
62	Oakdale Road/ Whiteford Avenue from City Limits to Eastside Trolley Trail		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	N,O	5,6
63	Old Ivy Rd from Chastain Park to Peachtree Rd	5			2019	7	Gen. Fund/ Federal	DPW	n. i.	B	7,8
64	Oliver Road from Butner Road to Continental Colony Parkway		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	P,R	11
65	Ormewood Avenue from Boulevard to Flat Shoals Avenue	5			2009	0	Gen. Fund/ Federal	DPW	n. i.		
66	Paces Ferry Road from Chattahoochee River to Lenox Road		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	A,B	7,8
67	Parkway Drive from Highland Avenue to Tenth Street		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	F	6
68	Peachtree Battle Ave. from Peachtree Rd. to Moores Mill Rd.		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	C	8
69	Peachtree Road from Wesley Road to City Limits		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	B	7
70	Peachtree Street from Whitehall St to Wesley Rd	5			2009	22	Gen. Fund/ Federal	DPW	n. i.	B,E, M	2,6, 7,8

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
71	Perry Boulevard from Hollywood Road to Howell Mill Road		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	G,K	8,9
72	Piedmont, Juniper & Courtland fr 14th to Ridge		5		2009	11	Gen. Fund/ Federal	DPW	n. i.	E,M, V	2,6
73	Ralph D. Abernathy Boulevard/Georgia Ave. from Cascade Rd. to Grant Park	1			2004	20	Gen. Fund/ Federal	DPW	n. i.	T, V, W	1, 2, 4
74	Ralph McGill Blvd from J. P. Brawley to Freedom Parkway		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	M,N	2
75	Ridgewood Road from Moores Mill Road to Paces Ferry Road		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	A	8
76	S. Ponce de Leon fr Freedom Park Trail to City Limits		5		2009	4	Gen. Fund/ Federal	DPW	n. i.	N	6
77	Simpson Road from James P. Brawley Drive to Jackson Pkwy	1			2004	6	Gen. Fund/ Federal	DPW	n. i.	J, K, L	3
78	Southside Park-Crown Road via Browns Mill Road, Gilbert Road and Southside Industrial Parkway		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	Z	12
79	St Charles Place from Virginia Avenue to City Limits		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	F	6
80	Techwood Dr fr 10th St to Marietta St	1			2004	4	Gen. Fund/ Federal	DPW	n. i.	L	2
81	Tenth fr Howell Mill to City Limits	1			2004	12	Gen. Fund/ Federal	DPW	n. i.	E	2,6, 8
82	West Lake Avenue from North Avenue to Hampton Trail		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	I,J,T	3,1 0
83	West Wesley Road fr Moores Mill to Lenox Rd	1			2004	16	Gen. Fund/ Federal	DPW	n. i.	A,B, C	7,8

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
84	Westview Drive from Westview Cemetery to RDA Boulevard		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	M,N, O,T, W	2,4, 5
85	Wyman Street from Boulevard to City Limits		15		2019	0	Gen. Fund/ Federal	DPW	n. i.	W	5

### 2004 CDP TRANSPORTATION NEW, COMPLETED, AND DELETED PROGRAMS AND PROJECTS – BICYCLE FACILITIES

#### Project List 9-13: 2004 CDP Transportation New Programs and Projects – Bicycle Facilities

Transportation Bicycle Facilities	Description	Initiation Year			Compl etion Year	COST x 1,000	Funding Source	Respon sible Party	CIP #	NPU	CD
		1	5	15							
1	D.L. Hollowell Parkway to City Limits		5		2009	0	GDOT/ Federal		n. i.	G, J, K, L	3, 9

## **PEDESTRIAN FACILITIES**

### **CURRENT CONDITIONS: PEDESTRIAN FACILITIES**

The City is making an effort to increase pedestrian awareness. There is a need to restore walking as a viable mode of transportation for short trips. In 1995, the Fulton County Health Department received funding from the Governor's Office of Highway Safety to initiate a research project called WALKSMART FULTON. This safety campaign focused on reducing motor vehicle crashes involving pedestrians. The research revealed that Fulton County has about 650 pedestrian injuries and 25 fatalities each year. Ninety percent (90%) of the pedestrian deaths occur in the City of Atlanta.

In 1996, the City developed a sidewalk construction program. This program currently anticipates the construction of over 140 miles of new sidewalks in the City of Atlanta over the next 15 years at a total estimated cost of \$41 million. The projects are prioritized based upon improved pedestrian safety, service for school children, connectivity to major destinations or other modes of transportation such as transit, economic development potential, and community support. Projects in the sidewalk construction program are designed to provide sidewalks where there are currently no sidewalks, where high concentrations of jobs and housing exist, and where there is a pedestrian safety hazard.

In 1997, City Council authorized the Atlanta-Fulton Pedestrian Safety Task Force, which has been meeting monthly to discuss pedestrian safety issues in Atlanta and Fulton County. The Task Force has prepared the following policy recommendations.

#### ***ONE-YEAR PRIORITY RECOMMENDATIONS***

1. Sponsor "Operation Crosswalk"—a project using education, public relations, and enforcement to teach pedestrians and motorists to respect the crosswalk law.
2. Rank traffic safety as a high priority in community policing efforts.
3. Develop a Pedestrian Master Plan.
4. Provide continuing education opportunities for traffic planners and engineers.
5. Establish a proactive system for repairing hazardous sidewalks that reduces the backlog and wait time to less than six months.
6. Create a citizens' Pedestrian Advisory Committee.

#### ***FIVE- & FIFTEEN-YEAR PRIORITY RECOMMENDATIONS***

**Planning and Engineering:** Plan and implement an interconnected street and pedestrian physical network that incorporates both new and established engineering methods for enhancing safety and livability through traffic changes and through access to alternative transportation. Expand the level of service system beyond motor vehicles to include level of service for all transportation modes.

**Encouragement:** Implement code changes, provide incentives, and sponsor community activities and other public events that encourage safe, pleasant, and accessible conditions for all transportation options and that encourage perception of city and neighborhood streets as "community space" rather than "car space."

- Implement code changes that improve the pedestrian streetscape, promote pedestrian scale land use, and encourage walking.
- Provide incentives that encourage people to drive less.
- Sponsor and encourage community activities that improve the status of walking and make the streets look like “community space.”

Enforcement: Improve efficiency and effectiveness of traffic laws through community self-policing methods, improved training of police officers, and stronger sanctions against offenders.

## **ANTICIPATED FUTURE CONDITIONS: PEDESTRIAN FACILITIES**

The City is working vigorously to repair and build new sidewalks for its residents and visitors. The focus is on safety. There is a need to develop a comprehensive pedestrian plan that would identify areas where additional sidewalks and pedestrian amenities are needed. A City-wide pedestrian network will help Atlanta better meet the transportation needs of those who rely on low-cost transportation modes or who do not have access to motorized transportation.

In November of 2000 the voters of the City of Atlanta voted to approve a “Quality of Life Improvements” 2001 General Obligation Bond referendum. The Bond focuses on pedestrian amenities including sidewalks, streetscape, crosswalks, and traffic calming measures, bicycle facilities, public plazas and green space, activity centers, and intersections improvements. Over the next five years \$150,000,000 will be available to implement a list of over 920 projects.

## **CURRENT POLICIES: PEDESTRIAN FACILITIES**

The following policies attempt to establish the pedestrian infrastructure and increase pedestrian safety throughout the City:

1. Require sidewalks for all new developments in transit station areas and encourage sidewalks elsewhere.
2. Incorporate sidewalks into design plans for all transportation improvements when feasible.
3. Reduce vehicular travel speeds city-wide and re-time traffic signals to slow traffic and favor pedestrian crossing needs and safety.
4. Rebuild intersections in high pedestrian traffic areas to reduce crossing distances and improve visual quality.
5. Prohibit pedestrian bridges and tunnels, except over limited access/grade separate highways, railway corridors and other public rights-of-way where pedestrians are prohibited, to emphasize pedestrian safety and encourage pedestrian activity at the street level.
6. Minimize the number of curb cuts and encourage the use of private alleys or drives to access parking and loading areas.
7. Encourage curb cut consolidation to minimize pedestrian and automobile conflicts.

## **CURRENT PROGRAMS AND PROJECTS: PEDESTRIAN FACILITIES**

### ***PROPERTY OWNER FUNDED SIDEWALK CONSTRUCTION PROGRAM***

Sidewalk maintenance and repair are the responsibility of the property owner. The City has a program to repair sidewalks at the property owner's expense. If a resident meets certain income requirements, the sidewalks may be funded with Community Development Block Grant (CDBG) funds. The ultimate goal is to provide for comfortable pedestrian experiences, free from fear of motor vehicle accidents.

### ***CITY FUNDED SIDEWALK CONSTRUCTION PROGRAM***

The new Sidewalk Construction Program is being implemented. This program allows neighborhood leaders to submit requests for the new construction of sidewalks. The Bureau of Planning evaluates these requests and applies for funding. For the past three years, \$500,000 annually has been placed in the City's budget to fund this program. Other funding has come from federal, state, local, and private sources.



## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – PEDESTRIAN FACILITIES

### Project List 9-14: 2004 CDP Transportation Current Programs and Projects – Pedestrian Facilities

Transportation on Pedestrian Facilities	Description	Initiation Year 1 5 15	Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
1	14 <sup>th</sup> St. fr Northside Dr. to Holly St.	5	2009	100	Bond	DPW	n.i.	E	7,8
2	Acorn Ave fr Lindbergh Dr. to E. Wesley Rd.	5	2009	60	Gen. Fund, D.I.F., GDOT, Bond	DPW	n.i.	B	7
4	Alberta Drive between Roswell Road and Mathieson Drive	5	2009	300	General Fund, D.I.F., Federal	DPW		B	7
5	Alston Ave. fr Second Ave. to Candler Rd.	15	2019	220	Gen. Fund, D.I.F., Federal	DPW	n.i.	O	5
6	Altoona Place from Mims Street to Lucile Avenue	15	2019	183	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	T	4
7	Arden Rd. fr Peachtree Battle Ave. to West Paces Ferry Rd.	15	2019	200	Gen. Fund, D.I.F., Federal	DPW.	n.i.	C	8
8	Argonne Avenue from Tenth St to Ponce de Leon Avenue	15	2019	219	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	E	6
9	Ashby Street from Ralph D. Abernathy Blvd to White Street	5	2009	183	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	T	4
10	Ashby Street from Simpson Road to Bankhead Highway	5	2009	300	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	T	4
11	Ashby Street from Mason Turner to Simpson	5	2009	200	General Fund, CDBG, D.I.F., Federal	DPW.	n.i.	K	3

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
12	Ashby St. fr Oglethorpe Ave. to Rose Cir.	1			2004	60	Gen. Fund, D.I. F.	DPW	n.i.	T	4
13	Atlanta Avenue from Pulliam St to Hill St			15	2019	292	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	V	2
14	Atwood St from RDA Blvd to I- 20			15	2019	183	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	T	4
15	Bakers Ferry Rd, SW from Dollar Mill Rd to LeConte Hwy			15	2019	91	CDBG, D.I.F, Federal	DPW	n. i.	H	10
16	Bakers Ferry Road from Dollar Mill Road to Fairburn Road	1			2004	545	CDBG, D.I.F, Federal	DPW	n. i.	H	10
17	Bankhead Hwy (SR8) from Chattahoochee River to Marietta Street	1			2004	2373	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	J,K, L	3,9
18	Beecher Rd. fr Cascade Rd. to Benjamin E. Mays Dr.			15	2019	300	Gen. Fund, D. I. F., Federal	DPW	n.i.	S,I	11
19	Bellemeade Ave. fr Howell Mill Rd. to Northside Dr.		5		2009	100	Gen. Fund, D. I. F.	DPW	n.i.	D	8
20	Benjamin E. Mays Drive from Fairburn Rd to Beecher Rd	1			2004	1095	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	H,I, R	10
21	Bolling Way fr Buckhead Ave. to Pharr Rd.	1			2004	20	Bond	DPW	n.i.	B	7
22	Bollingbrook Dr, SW from Beecher Hills Elementary School to Beecher Circle		5		2009	80	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	I	11
23	Bolton Road from DeFours Ferry Road to Bankhead Hwy	1			2004	803	General Fund, CDBG, D.I.F., Federal	DPW.	n. i.	D,G	9
24	Bouldercrest Drive from Flat Shoals Rd to Eastland Rd	1			2004	365	DeKalb County sales tax	DPW.	n. i.	W	5

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
25	Boulevard Drive from Moreland Avenue to Candler Road		5		2009	660	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	O	5
26	Boulevard from McDonough Blvd to Hamilton Avenue	1			2004	160	General Fund, CDBG, D.I.F., GDOT, MARTA, Federal	DPW.	n. i.	W,Y	1
27	Boulevard Stairway	1			2004	150	D. I. F.,	DPW	n.i.	M, O, W	5
28	Brookwood Dr. fr E. Wesley Rd. to Lindbergh Dr.			15	2016	60	Gen. Fund, D. I. F., GDOT, MARTA, Federal	DPW	n.i.	B	7
29	Campbellton Road (SR 154) QLS to Shopping Center	1			2004	100	CDBG	DPW	n. i.	R,S	11
30	Candler Park from McLendon to dead end	1			2004	58	HOST	DPW.	n.i.	N	6
31	Canter Road from Lenox Road to Roxboro Road			15	2016	TBD	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	B	7
32	Capitol Avenue from Ormond Street to University Avenue		5		2009	256	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	D.P. W.	2
33	Capitol Avenue, SE from Meldon Avenue to Garland St	1			2004	22	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	V	2
34	Cascade Road from City Limits to Benjamin E. Mays Drive		5		2009	730	General Fund, CDBG D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	I,S	4, 11

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
35	Castlewood Drive from Rockingham Drive to Northside Drive	1			2004	117.2	General Fund, D.I.F., GDOT, Federal	DPW.		C	8
36	Chastain St. fr Memorial Dr. to I-20			15	2019	50	Gen. Fund, D. I. F., Federal	DPW	n.i.	W	1
37	Childress Drive from Cascade Rd to Campbellton Rd			15	2019	730	General Fund, CDBG, D.I.F., GDOT, Federal	DPW.	n. i.	R	11
38	Club Drive from Winall Down to Peachtree Road			15	2019	TBD	General Fund, D.I.F., Bond	DPW.	n. i.	B	8
39	Collier Drive, NW from Collier Heights Elementary School to Harwell Rd	1			2004	183	General Fund, CDBG, D.I.F., GDOT, Federal	DPW.	n. i.	I	10
40	Collier Road from Howell Mill Rd to Peachtree Rd		5		2009	329	General Fund, CDBG D.I.F., GDOT, Federal	DPW.	n. i.	B	7
41	Continental Colony Pkwy. fr Hogan Rd. to Greenbriar Pkwy.			15	2019	100	Gen. Fund, D.I.F., Federal	DPW	n.i.	R	11
42	Coronet Way fr Moores Mill Rd. to Marietta Blvd.	1			2004	100	Gen. Fund, D.I.F., Federal	DPW	n.i.	C	9
43	Dargan Place from Oak St to Holderness St			15	2019	110	General Fund, CDBG, D.I.F., GDOT, Federal	D.P.W.	n. i.	T	4
44	Deering Road from Peachtree Rd. to Northside Drive	1			2004	365	General Fund, CDBG, D.I.F., GDOT, Federal	D.P.W.	n. i.	C	7
45	DeFoors Ferry Rd. fr Moores Mills Rd. to Warren Rd.			15	2019	60	Gen. Fund, D.I.F., Federal	D.P. W	n.i.	D	9
46	DeFoors Avenue from Howell Mill Rd to Collier Rd	1			2004	365	General Fund, CDBG D.I.F., GDOT, Federal	D.P.W.	n. i.	R	9
47	DeLowe Drive from Allison Ct to Campbellton Rd	1			2004	146	General Fund, CDBG D.I.F., GDOT, Federal	D.P.W.	n. i.	R	11

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
48	Detroit Ave, NW from Dixie Hills Circle to Simpson Terrace	1			2004	47	General Fund, CDBG D.I.F., GDOT, Private, MARTA, Federal	D.P.W.	n. i.	J	3
49	Dill Avenue from Metropolitan Parkway to Sylvan Rd			15	2019	219	General Fund, CDBG, D.I.F., GDOT, Federal	D.P.W.	n. i.	X	12
50	Donnelly Avenue from Lawton Street to Cascade Road		5		2009	256	General Fund, CDBG D.I.F., GDOT, Federal	D.P.W.	n. i.	S	4
51	Dover Road from Howell mill Road to Morris Brandon ES		5		2009	29.3	General Fund, CDBG, D.I.F., Federal	D.P.W.	n. i.	C	4
52	Drewry Street from Barnett Street to Ponce de Leon Place			15	2019	146	General Fund, CDBG D.I.F., Federal	D.P.W.	n. i.	F	6
53	Durant Place from Eighth Street to Seventh Street			15	2019	37	General Fund, CDBG, D.I.F., Federal	D.P.W.	n. i.	E	6
54	East Lake Dr. fr Pharr Rd. to Alston Dr.			15	2019	160	Gen. Fund, D.I.F., Federal	D.P. W	n.i.	0	5
55	E. Wesley Road from Piedmont Road to Rumson Road	1			2004	1200	D.I.F., Federal	D.P.W.	n. i.	B	7
56	Eighth Street from Peachtree St to Monroe Drive			15	2019	365	General Fund, CDBG D.I.F., Private, Federal	D.P.W.	n. i.	E	6
57	Ellsworth Industrial Dr. fr Huff Rd. to Chattahoochee Ave.			15	2019	200	Gen. Fund, D.I.F., Federal	D.P. W	n.i.	D	9
58	Enota Place from I-20 to Greenwich St			15	2019	73	General Fund, CDBG D.I.F., Federal	D.P.W.	n. i.	T	4
59	Estoria Street from Gaskill Street to Memorial Drive		5		2009	37	General Fund, CDBG, D.I.F., Federal	D.P.W.	n. i.	N	2
60	Evelyn Way, NW from South Evelyn Place to Grove Park Elementary School			15	2019	44	General Fund, CDBG D.I.F., Federal	DPW	n. i.	J	3
61	Fairburn Rd from Boulder Park Dr. to Benjamin E. Mays Drive	1			2004	219	General Fund, CDBG, D.I.F., Federal	DPW.	n. i.	H	10

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
62	Fayetteville Rd from Bouldercrest Rd to I-20	1			2004	219	DeKalb County HOST	DPW.	n. i.	W	1
63	Fayetteville Road from Bouldercrest Drive to Flat Shoals Road	1			2004	205	DeKalb County HOST	DPW.		W	1
64	Ferne Avenue from Vanira Avenue to Boynton Avenue	1			2004	110	General Fund, CDBG D.I.F., Federal	DPW.	n. i.	W	1
65	Flat Shoals Avenue from Memorial Drive to Wylie St			15	2019	183	General Fund, CDBG D.I.F., GDOT, Private, MARTA, Federal	DPW.	n. i.	W	2
66	Flat Shoals from Van Epps Avenue to I-20	1			2004	219	DeKalb County HOST	DPW.	n. i.	O	5
67	Fulton Street, SW from McDaniel St to Whitehall Terrace			15	2019	29	General Fund, CDBG, D.I.F., Federal	DPW.	n. i.	V	2
68	Funston Street from Casanova Street to McDonough Blvd			15	2019	73	General Fund, CDBG D.I.F., Federal	DPW.	n. i.	V	4
69	Glendale Terr. fr Eight St. to Seventh St.			15	2019	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	E	6
70	Glenwood Ave (SR 260) from Haas Ave to Pasley Ave			15	2019	146	General Fund, CDBG, D.I.F., Federal	DPW.	n. i.	W	1
71	Glenwood Avenue from Cameron Street to Moreland Avenue	1			2004	365	General Fund, CDBG, D.I.F., Federal	DPW.	n. i.	W	1
72	Glenwood Avenue from Flat Shoals Avenue to I-20	1			2004	175.8	General Fund, CDBG, D.I.F., Federal	DPW.		W	1
73	Glenwood-Memorial Dr. Connector fr Glenwood Ave. to Memorial Dr.		5		2009	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	W	5

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
74	Grant Terrace fr. Farrington Ave. to dead end	1			2004	50	Gen. Fund, D. I. F., Federal	DPW	n.i.	V	2
75	Grant Way from Grant Terrace to Grant Terrace	1			2004	183	General Fund, CDBG D.I.F., MARTA, Federal	DPW	n. i.	W	5
76	Greenwich Street from Ralph D. Abernathy Blvd to I-20			15	2019	256	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V	2
77	Hamilton E. Holmes Rd. fr Simpson Rd. to I-20	1			2004	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	J	10
78	Hank Aaron Ave. fr Larchwood Rd. to dead end	1			2004	40	Gen. Fund, D. I. F., Federal	DPW	n.i.	I	10
79	Harwell Rd, NW from Amhurst Rd. to Bankhead Hwy		5		2009	329	General Fund, CDBG D.I.F., Federal	DPW	n. i.	I	9
80	Harwell Road from Delmar Ln to dead end	1			2004	60	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	I	9
81	Hatcher Street from Washington Street to Crew Street	1			2004	37	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	H	10
82	Haygood Avenue from Crew St to Martin St		5		2009	146	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V	2
83	Hemphill School Rd. fr Delmar Ln. to dead end	1			2004	80	Gen. Fund, D. I. F., Federal	DPW	n.i.	H	10
84	Hill Street from Ormond Street (south) to CSX railroad		5		2009	183	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V	2
85	Hogan Rd. fr Continental Colony Pkwy. to Fountain Blue			15	2019	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	R	11
86	Holderness St from RDA Blvd. to I-20			15	2019	146	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V	2
87	Hollywood Rd fr Bolton Road to Bankhead Hwy	1			2004	1095	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	D,G, J	3,9

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
88	Howard Circle/DeKalb Ave from McClendon Ave to DeKalb Ave	1			2004	58.6	Gen Fund, CDBG, D.I.F., Federal	DPW	n. i.	N	6
89	Howell Mill Road from Northside Pkwy to Collier Rd	1			2004	840	Gen Fund, D.I.F., Federal	DPW	n. i.	C	8
90	Howell Mill Rd. fr Chattahoochee Ave. to 14 <sup>th</sup> St.		5		2009	200	Gen. Fund, D. I. F., Federal	DPW	n.i.	D,E	8,9
91	Huff Rd. fr Marietta St. to Howell Mill Rd.			15	2019	200	Gen. Fund, D. I. F., Federal	DPW	n.i.	D	9
92	Humphries Dr, SE from Springside Dr to Gilbert Rd		5		2009	274	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	Z	12
93	Ivy Road from Wieuca to Old Ivy	1			2004	TBD	General Fund, D.I.F., Federal	DPW		B	7
94	Johnson Rd. fr Pasadena Ave. to Old Jay Way			15	2019	120	Gen. Fund, D. I. F., Federal	DPW	n.i.	F	6
95	Jonesboro Road (SR 54) from Macedonia Rd to School Drive	1			2004	252	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	Z	12
96	Jonesboro Road (SR54) from South River to Constitution Road	1			2004	292	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	Z	12
97	Kanuga St from Monroe Drive to Virginia Avenue	1			2004	37	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	F	6
98	Kimberly Rd, SW from Grant Dr to City Limit nearest Cascade Rd	1			2004	329	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	P	11
99	Lakeview Ave. fr Peachtree Rd. to Acorn Ave.		5		2009	100	Gen. Fund, D. I. F., Bond	DPW	n.i.	B	7
100	Lakewood Avenue from Lethea Street to Jonesboro Road			15	2019	73	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V	12
101	Land o' Lakes fr Old Ivy Rd. to Sheldon Dr.	1			2004	40	Gen. Fund, D. I. F., Federal	DPW	n.i.	B	7



Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
102	Langston Avenue from Birch Street to Sylvan Road		5		2009	110	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	X	12
103	Latham St from Langhorne St to Hopkins St		5		2009	37	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
104	Laurel Avenue from MLK Jr. Dr to RDA Blvd			15	2019	146	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
105	Lawton Place from Lawton St to dead end			15	2019	37	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
106	Lawton Street from Olgethorpe Avenue to Lucille Avenue			15	2019	183	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
107	Lee St. fr Donnelly to White St.			15	2019	80	Gen. Fund, D. I. F., Federal	DPW	n.i.	T	4
108	Lenox Rd. fr Buford Hwy. to Lenox MARTA Station	1			2004	240	Gen. Fund, D. I. F., GDOT, Federal	DPW	n.i.	T	4
109	Lewis Rd, SE from Dobbs Elementary School to Norwood Rd		5		2009	124	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	Z	1
110	Linam Street from Boynton Avenue to dead end	1			2004	73	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	Z	1
111	Lindbergh Dr. (SR 236) from Lindbergh MARTA to Cheshire Bridge	1			2004	183	D.I.F., Federal	DPW	n. i.	B, D	7
112	Lindbergh Dr. (SR 236) from Peachtree Road to Lindbergh MARTA station	1			2004	402	D.I.F., Federal	DPW	n. i.	B	7
113	Lockwood Dr, SW from Venetian Dr to Avon Avenue	1			2004	201	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	S	4
114	Loridans Drive from Wieuca Road to Peachtree-Dunwoody Road		5		2009	200	General Fund, Bond, D.I.F., Federal	DPW		B	7

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
115	Los Angeles Ave. fr Maryland Ave. to Brookridge Dr.		5		2009		Gen. Fund, D. I. F., Federal	DPW	n.i.	F	6
116	Lucile Avenue from RDA Blvd to I-20			15	2019	402	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
117	Lynhurst Dr, SW from West Manor Elementary School to Benjamin E. Mays Dr.			15	2019	146	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	I	10
118	Manigault St from Flat Shoals Avenue to Walthall St			15	2019	73	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	N	5
119	Margaret Mitchell Dr. fr W. Wesley Rd. to Parkwood Ln.	1			2004	60	Gen. Fund, D. I. F., Federal	DPW	n.i.	A	8
120	Marietta Blvd. fr Coronet Way to Bolton Rd.		5		2009	50	Gen. Fund, D. I. F., Federal	DPW	n.i.	C	9
121	Marietta St. fr Herndon St. to Rice St.		5		2009	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	K	9
122	Martin Luther King Jr. Dr. fr Mosely Park to Browning St.	1			2009	40	Gen. Fund, D. I. F., Federal	DPW	n.i.	K	3
123	Matthew St from White St to Lawton St			15	2019	37	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
124	Matthewson Place from MLK Jr. Dr. to Lucile Avenue			15	2019	256	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	T	4
125	Mayson Ave fr Boulevard Dr. to First St.			15	2019	80	Gen. Fund, D. I. F., Federal	DPW	n.i.	O	5
126	McDonough Blvd (SR 42) from Moreland Avenue to Sawtell Avenue		5		2009	584	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	W,Y	1
127	McLendon Ave from Clifton Rd to Connecticut Avenue			15	2019	110	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n. i.	N	5

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
128	McLendon Avenue from Clifton Rd to Moreland Avenue			15	2019	329	DeKalb County sales tax	DPW	n. i.	N	5
129	McAlister St. fr Derry Ave. to Stokes Ave.			15	2019	40	Gen. Fund, D. I. F., Federal	DPW	n.i.	T	10
130	McMurray Dr, SW from Kimberly Elementary School to Childress Rd.			15	2019	62	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	I, R	11
131	Mechanicsville Sidewalks	1	5		2009	4833	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V	2
132	Memorial Drive (SR 154) from Moreland Avenue to Candler Road	1			2004	1168	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	N	2, 4
133	Metropolitan Parkway (formerly Stewart Ave)(SR3) from City Limits to Northside Drive	1			2004	1752	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	X, U, T	2, 4, 12
134	Milton Street from Capitol Avenue (south) to CSX railroad	1			2004	73	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	V, X	4,12
135	Miscellaneous – Special Pedestrian Projects: Barge Road Marietta Road		5		2009	240	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	D	9
136	Monroe Drive from Rock Springs Rd to Wimbledon Rd	1			2004	37	General Fund, D.I.F.	DPW	n. i.	F	6
137	Moore's Mill Rd. fr Defoors Ferry Rd. to West Paces Ferry Rd.		5		2009	600	Gen. Fund, D. I. F., Federal	DPW	n.i.	A,C	8,9
138	Moreland Drive from McDonough Blvd to Moreland Avenue		5		2009	219	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	W	1

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
139	Morosgo Drive from Lindbergh MARTA to E. Morosgo Way	1			2004	75	General Fund, Dev. Impact Fees	DPW	n. i.	B	7
140	Mount Gilead Road from Campbellton Road to Panther Trail			15	2019	183	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	R	11
141	Murphy Ave. fr I-20 to Lakewood Freeway			15	2019	400	Gen. Fund, D. I. F., Federal	DPW	n.i.	V,X, S	4,12
142	Myrtle St from Tenth St to Ponce de Leon Avenue			15	2019	256	General Fund, CDBG, D.I.F., Federal	DPW	n. i.	E	6
143	Ninth St. fr Myrtle St. to Charles Allen Dr.			15	2019	80	Gen. Fund, D. I. F., Federal	DPW	n.i.	E	6
144	N Highland Avenue from Ponce de Leon Avenue to University Dr.	1			2004	365	General Fund, D.I.F.,	DPW	n. i.	F	6
145	North Avenue, NE from Candler Park to Moreland Avenue	1			2004	201	DeKalb Host	DPW	n.i.	N	6
146	Northwest Drive from James Jackson Pkwy to Bolton Rd		5		2019	402	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n.i.	G	9
147	NPU F Sidewalk – Repair East of Moreland Avenue	1	5		2009	256	DeKalb County Sales Tax	DPW	n.i.	F	6
148	NPU O Sidewalk Repair East of Moreland Avenue	1	5		2009	544	DeKalb County Sales Tax	DPW	n.i.	O	5
149	NPU W Sidewalk Repair East of Moreland Avenue	1	5		2009	544	DeKalb County Sales Tax	DPW	n.i.	T	5
150	Oak Street from Langhorne St to Peoples St			15	2019	256	General Fund, CDBG, D.I.F, Federal	DPW	n.i.	T	4
151	Oglethorpe Avenue from Ashby St to Lee Street			15	2019	73	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	T	4

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
152	Old Fourth Ward Sidewalks	1	5	15	2019	7954	General Fund, CDBG, D.I.F.,	DPW	n.i.	M	2
153	Peachtree Battle Ave. fr Northside Dr. to Margaret Mitchell Dr.		5		2009	400	Gen. Fund, D. I. F., Federal	DPW	n.i.	C	8
154	Peachtree-Dunwoody Road from Peachtree Road to City Limits		5		2009	320	General Fund, D.I.F., Bond	DPW	n.i.	B	7
155	Peachtree Hills Ave from Lindbergh Dr to Peachtree Rd	1			2004	TBD	D.I.F., Federal	DPW	n.i.	B	7
156	Peachtree Way fr Peachtree Rd. to Acorn Ave.		5		2009	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	B	7
157	Pearl St. fr Memorial Dr. to Kirkwood Dr.			15	2019	60	Gen. Fund, D. I. F., Federal	DPW	n.i.	N	5
158	Perry Blvd, NW from Mary George Avenue to Hollywood Rd			15	2019	37	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	G	9
159	Piedmont Avenue from Pelham Rd to Montgomery Ferry Rd	1			2004	110	General Fund, Dev. Impact Fees	DPW	n.i.	F	6
160	Pine St, NE from Parkway Drive to Hill Elementary School	1			2004	29	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	M	2
161	Powell St. fr Gaskill St. to Wylie St.			15	2019	50	Gen. Fund, D. I. F., Federal	DPW	n.i.	N	5
162	Powers Ferry Rd from Jett Rd to Roswell Rd		5		2009	584	General Fund, D.I.F., Federal	DPW	n.i.	A	8
163	Pryor Road from University Avenue to Claire Dr.		5		2009	329	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	L	12
164	Rice St. fr W. Marietta St. to Jefferson St.			15	2019	120	Gen. Fund, D. I. F., Federal	DPW	n.i.	K	9
165	Ridge Valley Pkwy. fr Sequoyah Dr. to Margaret Mitchell Dr.			15	2019	120	Gen. Fund, D. I. F., Federal	DPW	n.i.	A	8

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
166	Rose Circle from Ashby Street to Lee Street			15	2019	73	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	T	4
167	Roswell Rd (SR 9) from Peachtree Rd (north) to City Limit		5		2009	520	General Fund, Bond, D.I.F., Federal	DPW	n.i.	B	7
168	Sandtown Rd from Venetian Drive to Westridge Rd			15	2019	183	General Fund, D.I.F., Federal	DPW	n.i.	S	4
169	Sequoyah Dr. fr W. Wesley Rd. to Margaret Mitchell Dr.		5		2009	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	A	8
170	Seventh St. fr Peachtree St. to Charles Allen Dr.			15	2019	180	Gen. Fund, D. I. F., Federal	DPW	n.i.	E	6
171	Shady Valley Drive from W. Roxboro to Buford Highway			15	2019	TBD	General Fund, D.I.F, Federal	DPW	n.i.	B	7
172	Sidewalks around Schools – sidewalk projects near City Schools	1			2004	TBD	General Fund, Dev. Impact Fees, Federal	DPW	n.i.	all	all
173	Southwest Atlanta Plan – New Sidewalks – Fairburn, Peyton, Lynhurst, Benjamin E. Mays Drive	1	5	15	2019	TBD	General Fund, CDBG, D.I.F., Federal	DPW	N/A	all	all
174	Southwest Atlanta Plan – New Sidewalks – Barge, Stone, Cascade & Fairburn Road	1	5	15	2019	TBD	General Fund, CDBG, D.I.F., Federal	DPW	N/A	H, I	10
175	Sylvan Rd from Lakewood Fwy to Dill Avenue	1			2004	511	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	X	12
176	Tenth St from Myrtle St to Taft Avenue	1			2004	110	Dev. Impact Fees, Federal	DPW	n.i.	E	6
177	University Avenue from Pryor Rd to Jonesboro Rd		5		2009	219	General Fund, CDBG, D.I.F., Federal, Bond	DPW	n.i.	Y	1

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
178	Valley Rd. fr W. Paces Ferry Rd. to Habersham Rd.			15	2019	100	Gen. Fund, D. I. F., GDOT, MARTA, Federal	DPW	n.i.	B	8
179	Vanira Avenue from Capitol Avenue to Connally Street			15	2019	146	General Fund, CDBG, D.I.F., GDOT, Private, MARTA, Federal	DPW	n.i.	V	2
180	Venetian Dr, SW from Cascade Elementary School to DeLowe Dr.	1			2004	55	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	R	11
181	Venetian Dr, SW from Sandtown Rd to Graymont Dr.			15	2019	88	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	S	4,12
182	Violet Avenue from Vanira Avenue to Boynton Street	1			2004	110	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	V	2
183	Washington Street from Ridge Avenue to Ormond Street		5		2009	183	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	V	2
184	Wellington St from MLK Jr. Dr. to RDA Blvd.			15	2019	219	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	T	4
185	W. Roxboro Road from E. Roxboro to Shady Valley Drive			15	2019	TBD	General Fund, Bond D.I.F., Federal	DPW	n.i.	B	7
186	Wellington St. fr Martin Luther King Jr. Dr. to Ralph David Abernathy Dr.		5		2009	120	Gen. Fund, D. I. F., Federal	DPW	n.i.	T	4
187	W. Wesley Road from Moores Mill Road to Ridgewood Road	1			2004	410.2	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	A	8
188	W. Wesley Road from Moores Mill Road to Habersham Road	1			2004	644.6	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	C	8
189	West Paces Ferry Road from Peachtree Road (west) to City Limit	1			2004	2008	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	A,B	7,8

Transportation on Pedestrian Facilities	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
190	Westridge Rd. fr Sandtown Rd. to Venetian Rd.			15	2019	100	Gen. Fund, D. I. F., Federal	DPW	n.i.	S	4
191	W. Wieuca Rd. fr Wieuca Rd. to Lake Forrest Rd.			15	2019	150	Gen. Fund, D. I. F.	DPW	n.i.	A,B	7,8
192	Whitehall Terrace, SW from Crumley St to Glenn St			15	2019	37	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	V	4
193	Wilson Mill Rd from Boulder Park Drive to Bakers Ferry Rd			15	2019	256	General Fund, CDBG, D.I.F., Federal	DPW	n.i.	H	10
194	Windsor St, SW from University Avenue to Roy Street		5		2009	51	General Fund, CDBG, D.I.F., Federal	DPW.	n.i.	V	4
195	Woodland Avenue from Custer Avenue to Moreland Drive	1			2004	183	General Fund, CDBG, D.I.F., Federal	DPW.	n.i.	W	1



## 2004 CDP TRANSPORTATION NEW, COMPLETED AND DELETED PROGRAMS AND PROJECTS – PEDESTRIAN FACILITIES

### Project List 9-15: 2004 CDP Transportation New Programs and Projects – Pedestrian Facilities

Transportation Pedestrian Facilities	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Respon sible Party	CI P #	NPU	CD
		1	5	15							
1	Roxboro Rd. fr E. Paces Ferry Rd. to Pritchard Way	5			2009	90	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	A	7
2	Fairburn Road fr MLK Jr Dr. to Welcome All Road	5			2009	1,400	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	H	10
3	Alston Dr. fr Second Ave to Candler Road	5			2009	330	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	O	5
4	Candler Park Dr. fr Mclendon Ave. to North Ave.	5			2009	120	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	N	6
5	Memorial Drive fr Pearl St. to Oakland Ave.	5			2009	180	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	W	5
6	Norhtside Dr./PKWY fr Arden Dr. to West Paces Ferry	5			2009	450	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	A,C	8
7	Arden Rd. fr Peachtree Battle to West Paces Ferry Rd.	5			2009	300	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	C	8
8	Bohler Rd. fr Defoors Ferry to End	5			2009	330	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	C,D	8,9
9	Empire	5			2009	180	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	W	
10	Habersham Road fr W. Paces Ferry Rd. to Roswell Rd.	5			2009	300	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	8
11	Whatley St. fr Jonesboro Rd. to Richmond	5			2009	75	General Fund, CDBG, D.I.F., Bond	DPW	n.i.		
12	Lakemoore Rd. fr Wieuca Rd. to Roswell Rd.	5			2009	60	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7

Transportation Pedestrian Facilities	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Respon sible Party	CI P #	NPU	CD
		1	5	15							
13	Stovall Blvd fr Peachtree-Dunwoody Rd. to N. Stratford Rd.	5			2009	90	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
14	Mountain Way fr. Wieuca Rd. to N. Stratford Rd.	5			2009	120	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
15	Rickenbacher Way fr Rickenbacker Dr. to Wieuca Rd.	5			2009	90	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
16	Rickenbacher Dr. fr Lakemore Dr. to Roswell Rd.	5			2009	150	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
17	N. Stratford Rd. fr Wieuca Rd. to Peachtree Dunwoody Rd.	5			2009	210	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
18	Harper Rd. fr Jonesboro Rd. to Swallow Circle	5			2009	450	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	Y	1
18	State St.	5			2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.	E	7
20	Swallow Cr. Entire Length	5			2009	75	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	Y	1
21	Hillside Dr. fr Northside Dr. to Powers Ferry	5			2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.	A	8
22	Ridgewood Rd. fr Mooremill to W. Paces Ferry	5			2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.	A	8
23	Mathieson Dr. fr Peachtree Rd. to Dead End	5			2009	225	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
24	Cloudland fr Paces Ferry Rd. to Mount Paran Rd.	5			2009	200	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	A	8
25	Armour Dr.	5			2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.	E	7
26	Rux Rd. fr Campground Rd. to R.N. Fickett ES	5			2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.		

Transportation Pedestrian Facilities	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Respon sible Party	CI P #	NPU	CD
		1	5	15							
27	Argonne Dr.		5		2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.	E	6
28	Cleaveland Ave. fr I-75 to Macon Dr.		5		2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.	Z	12
29	Deckner Ave. fr Metropolitan Pkwy to Sylvan Rd.		5		2009		General Fund, CDBG, D.I.F., Bond	DPW	n.i.		
30	Dorothy St. fr Lakewood Ave to Jonesboro Rd.		5		2009	75	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	Y	1
31	E Wesley Road fr Piedmont Rd. to Rumson Rd.		5		2009	140	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	7
32	Interlochen Dr. fr Lake Forrest to Roswell Rd.		5		2009	180	General Fund, CDBG, D.I.F., Bond	DPW	n.i.	B	8
33	Euclid Ave fr Goldsboro to North Ave.		5		2009	90	General Fund, CDBG, D.I.F., Bond			N	6
34	Oakdale Ave. fr Fairview Rd. to North Ave.		5		2009	60	General Fund, CDBG, D.I.F., Bond			N	6
35	Wellbourne Dr. fr Wildwood Rd. Cheshire Bridge Rd.		5		2009	150	General Fund, CDBG, D.I.F., Bond			F	6
36	Westridge Rd. fr Sandtown Rd. to Venetian Rd.		5		2009	100	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	S	4
37	Carver Homes		5		2009	700	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	Y	1
38	Chosewood Park Neighborhood		5		2009	150	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	Y	1
39	Dorothy St. fr Lakewood Ave to Jonesboro Rd.		5		2009	50	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	Y	1
40	Hill St. fr Atlanta Ave. to Milton		5		2009	100	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	W,Y	1,2
41	DeKalb Ave. fr MLK MARTA to Moreland Ave.		5		2009	600	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	M,N	2

Transportation Pedestrian Facilities	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Respon sible Party	CI P #	NPU	CD
		1	5	15							
42	Herndon Homes		5		2009	100	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	L	2
43	Grady Homes		5		2009	150	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	M	2
44	Hill St. fr Atlanta Ave. to Milton Ave.		5		2009	100	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	W,Y	1,2
45	Simpson Rd.		5		2009	460	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	J	
46	Magnolia Park		5		2009	100	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	L	3
47	Martin Luther King fr Ashby to J.P. Brawley		5		2009	500	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	L	3
48	Harris Homes Revitalization		5		2009	360	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	T	4
49	Memorial Drive fr Pearl St. to Oakland Ave.		5		2009	120	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	W	5
50	Capitol Homes		5		2009	200	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	V	5
51	Villages of East Lake		5		2009	50	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	O	5
52	North Ave. fr Freedom Pkwy to Cleburne Terr.		5		2009	150	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	N	6
53	Seventh St. fr Peachtree St. to Charles Allen Dr.		5		2009	200	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	E	6
54	Dover Road fr Howell Mill Road to Castlewood Dr.		5		2009	60	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	C	8
55	Interlochen Dr. fr Lake Forest to Roswell Rd.		5		2009	120	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	B	8
56	Northside Dr. fr I-75 to Peachtree Battle Ave.		5		2009	300	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	C	8

Transportation Pedestrian Facilities	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Respon sible Party	CI P #	NPU	CD
		1	5	15							
57	Perry Homes		5		2009	200	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	G	9
58	Bolton Rd. fr Bankheah Hwy. to Martin Luther King Dr.		5		2009	200	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	H	9,10
59	Martin Luther Kings Jr. Dr. fr Ralph David Abernathy to City Limit		5		2009	800	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	H,I	10
60	Campbellton Rd. (SR 154) fr Timothy Dr. to Venetian Dr.		5		2009	160	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	R,S	11
61	Greenbriar Parkway-Epworth Towers		5		2009	40	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	R	11
62	Kimberly Courts		5		2009	130	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	P	11
63	Myrtle Drive-Baptist Towerrrs		5		2009	40	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	R	11
64	Cleveland Ave fr I-75 to Macon Dr		5		2009	500	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	Z	12
65	Deckner Ave fr Metropolitan Pkwy to Sylvan Rd.		5		2009	120	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	X	12
66	Joyland Neighborhood-Entire Neighborhood		5		2009	400	Gen. Fund, D. I. F., Federal, Bond	DPW	n.i.	Y	12

**Project List 9-16: 2004 CDP Transportation Completed Programs and Projects – Pedestrian Facilities**

Transportation Pedestrian Facilities	Description
1	Single Family Residential Property Owner Funded Sidewalk/Infrastructure Improvements
2	Bankhead Hwy (SR8) from Chattahoochee River to Marietta Street
3	Northside Drive (SR3) from Arden Road to Peachtree Battle Avenue
4	Hapeville Road/Old Hapeville Rd. from Macon Drive to Ward Drive
5	Browntown Road from Bolton Road to Jackson Parkway
6	Niskey Lake Road from Campbellton Road to Brooks Road
7	Gilbert Road from Browns Mill Road to Blair Villa Drive
8	West Wesley from Howell Mill Road to Habersham
9	Bouldercrest Rd. fr Flat Shoals Ave. to Fayetteville Rd.
10	Fayetteville Rd. fr Bouldercrest Rd. to Flat Shoals Rd.
11	Flat Shoals Ave fr Fayetteville Rd. to Glenwood Ave.

## 2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – GREENWAY TRAILS

**Project List 9-17: 2004 CDP Transportation Current Programs and Projects – Greenway Trails and Corridors**

Transportation	Description	Initiation Year			Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
1	Airport Trail - Westside Trail to Hartsfield Airport along South MARTA line		5		2009	703	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	S, T, X, V, M	4
2	Arts District Trail – Downtown Loop to Piedmont Trail at Peachtree Creek		5		2009	600	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	C, D, E	
3	Atlanta-Stone Mountain Trail from Freedom Park Trail to Stone Mountain Park in DeKalb County		5		2009	1460	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	E, M, N	
4	Centennial Park Trail - Freedom Park to Centennial Park, English Ave. Trail, and Georgia Tech		5		2009	10000	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	K, L, M, N	
5	Chastain Trail from Chastain Park to GA 400		5		2009	539	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	A, B	
6	Chattahoochee River Trail and Greenway (Phase I - from Fulton County Airport to Atlanta Water Works)		5		2009	1230	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	C, D, G	

Transportation	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
7	Chattahoochee River Trail and Greenway (Phase II) from Atlanta Water Works to Chattahoochee National Recreation Area		5	15	2019	0	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	A	
8	Clear Creek Greenway from Peachtree Creek to Piedmont Park		5		2019	660	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	E,F	
9	Eastside Trolley Trail - Downtown Loop and Piedmont Trail to Agnes Scott College in DeKalb		5		2009	534	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	N, O, M	
10	English Avenue Trail-West End Trail to Westside Trail and Ga. Tech	1	5		2009	600	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n. i.	L, M, K, E	
11	Freedom Trail, Phase II – Inman Park MARTA to Virginia Highland		5		2009	2004	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	N	
12	Grant Pk Trail - Atl. Metro. Coll. to Eastside Trolley Trail and Grant Park		5		2009	508	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	N, W, Y, V	
13	Hollywood Trail from Westside Trail to Chattahoochee River	1	5		2009	325	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	D, G, J	
14	Intranchment Creek Greenway and Trail System – Tributaries of Intranchment Creek from City Limits to Grant Park and Brownwood Park		5		2009	700	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	W, Y	



Transportation	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
15	Arthur Langford Parkway Trail (Lakewood Trail) from Greenbriar Mall to Airport Trail		5	15	2009	429	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	R, S	
16	Memorial Drive/MLK Greenway from State Capitol to Eastside Trolley Trail		5		2009		Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	N, W, M, V	
17	N. Atlanta Trail from City Limits to Atlanta Memorial Park Trail		5		2009	1333	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	B, F, E	
18	Nancy Creek Greenway from Peachtree Creek to City Limits (north)	1	5		2009	1480	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	A,B	
19	North Utoy Creek Greenway and Trail from City Limits (west) to West End Trail and John A. White Park	1	5		2009	720	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	H, I, S, T	
20	Northwest Atlanta Trail from Peachtree Creek to Chattahoochee River	1	5		2009		Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	D, G, J	
21	Northwest Atlanta Trail from Peachtree Creek and Atlanta Memorial Park Trail to Chattahoochee River		5		9	400	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	A, C	
22	Olmstead Parks Trail Enhancements	1	5		9		Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	N	
23	Peachtree Creek Trail and Greenway from Chattahoochee River to confluence of N & S Forks Peachtree Creek	1	5		09	2200	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	A,B, C,F, E	

Transportation	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
24	Perkerson Park Trail and Greenway from Perkerson Park to Atlanta Metro College and Lakewood Fairgrounds		5		2009	500	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n. i.	X, Y	
25	Piedmont Trail – Cabbagetown to N. Atlanta Trail		5		2009	1070	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	E, F, N, M	
26	Proctor Creek Greenway and Trails from Chattahoochee River to English Ave. Trail and North Utoy Creek Trail	1	5		2009	1500	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	G,J, K	
27	South River Greenway and Trail System from City Limits to Headwaters of South River	1	5		20192009	680	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	Y,Z, X	
28	South Utoy Creek Greenway from City Limits (west) to Arthur Langford Parkway Trail (Lakewood Trail)	1	5		20192009	340	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	I,R	
29	Southtowne Trail – from West End and Grant Park Trails to City Limits E and Southside Park (includes Pryor Rd. Trail, Carver Greenway, Lakewood Greenway and Trail, and South Bend Park Greenway)	1	5		2009	918	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	X, Y, Z	
30	Trail Connections	1	5	15	2019	1430	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	var	

Transportation	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
31	Utoy Creek Greenway from City Limits (west) to City Limits (west) and Deerwood Park (south)		5	15	2019	300	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	H, P	
32	West End Trail – from Grant Park Trail to Westside Trail (includes English Ave. Trail)		5		2019	465	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	K, T, V, S, X, Y	
33	Carver Greenway and Trail: Off-street multi-use path for bicycles and pedestrians. Path follows Carver campus and new Carver Homes open space		5		2019	32	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	Y	
34	Chosewood Park Greenway and Trail: off-street multi-use paths for bicycles and pedestrians; path connects Chosewood Park to Lakewood Park		5		2019	24	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	Y	
35	Lakewood Park Greenway and Trail: off-street multi-use path for bicycles and pedestrians. Path traverses fairgrounds and South Bend Park; path ties into existing street system		5		2019	24	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	Y	
36	Pryor Road Greenway and Trail: off-street multi-use path for bicycles and pedestrians, path follows creek adjacent to Pryor Road	1	5	15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	Y	

Transportation	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
37	Sugar Creek Greenway and Trail System – Sugar Creek Tributaries from City Limits to Headwaters			15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	O, W	
38	Freedom Park Trail Enhancements		5		2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	M. N	
39	Westside Trail Enhancements/Expansion			15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	I, J, K, L, M	
40	Downtown Loop Enhancements			15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	M, E	
41	Lionel Hampton Trail Enhancements and Expansion		5	15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	I	
42	S. Peachtree Creek Trail and Greenway – Peachtree Creek to City Limits E.	1	5	15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	F	
43	N. Peachtree Creek Trail and Greenway – Peachtree Creek to City Limits E.	1	5	15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	B, F	
44	Sandy Creek Greenway from Chattahoochee River to headwaters of Sandy Creek			15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	H, I	
45	Camp Creek Trail and Greenway from City Limits S to headwaters of Camp Creek near Greenbriar Mall		5	15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	P, R	

Transportation	Description	Initiation Year			Completi on Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
		1	5	15							
46	Greenbriar Trail from Lionel Hampton Trail to Camp Creek Trail and Greenway		5	15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	I, R	
47	Adams Park Trail from Lionel Hampton Trail to Arthur Langford Parkway Trail (Lakewood Trail)			15	2019	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	I, R, S	
48	Atlanta Memorial Park Trail – from Atlanta Memorial Park N to Nancy Creek and from Atlanta Memorial Park S to Centennial Park and Arts District Trail	1	5		20192009	35	Private, Impact Fees, Gen. Fund, Federal	D.P.W., DPDNC, Dept of Parks	n.i.	A, C, E, D, M	

**2004 CDP TRANSPORTATION CURRENT PROGRAMS AND PROJECTS – GREENWAY TRAILS****Project List 9-18: 2004 CDP Transportaion Completed Programs and Projects – Greenway Trails**

Transportation	Description	NPU	CD

## **PARKING FACILITIES**

### **CURRENT CONDITIONS: PARKING FACILITIES**

Although the City is trying to create a more pedestrian-oriented environment and encourage alternative modes of transit, parking remains an essential element to an economically viable area. A balance must be achieved between alternative modes of travel and vehicular travel, which encourages and facilitates new development. The City currently provides for off-street parking permits, temporary parking permits, and the review of the adequacy of parking with respect to new developments.

In December of 1988, the Downtown Transportation Management Study (DTMS) was undertaken as part of the Central Area Study (CAS II) initiative. The DTMS was a joint effort of the Atlanta Regional Commission (ARC), the City of Atlanta, the Georgia Department of Transportation, MARTA and Central Atlanta Progress. The study addressed a number of parking issues and analyses.

### **ANTICIPATED FUTURE CONDITIONS: PARKING FACILITIES**

According to the Atlanta Regional Commission's 1994-1995 Parking Supply and Cost Inventory report, there are 50,121 off-street parking spaces in the Central Business District; 4,017 in Northwest Atlanta; 23,661 in Northeast Atlanta; 17,500 in Southeast Atlanta; 566 in Southwest Atlanta; and 20,644 in Buckhead.

As the core areas of the city develop, namely Midtown and Downtown, parking will become more expensive as the number of surface lots declines and the demand for parking increases. The status and future of parking is being studied by Central Atlanta Progress, which has recently finished a wide-ranging study of Downtown, and the Midtown Alliance, which is sponsoring a study of Midtown.

### **CURRENT POLICIES: PARKING FACILITIES**

The following City policies attempt to encourage pedestrian-oriented mixed-use development aimed at reducing the demand for off-street parking:

1. Encourage additional on-street parking throughout Downtown, Midtown and other centers as appropriate.
2. Encourage the redevelopment of surface parking lots into higher-density, mixed-use developments.
3. Encourage mixed-use developments with shared parking amongst the different uses.
4. Encourage the construction of parking decks with retail/commercial, office, or residential uses at the ground level.
5. Encourage participation in Transportation Management Associations to encourage alternative modes of travel, promote shared parking, and reduce traffic congestion and the demand for parking.
6. Limit off-street parking ratios for certain uses within transit station areas.

## **CURRENT PROGRAMS AND PROJECTS: PARKING FACILITIES**

### **TRANSPORTATION MANAGEMENT ASSOCIATIONS**

As the City continues to grow and develop, traffic congestion and poor air quality will increase, having an adverse impact on the quality of life for residents, employees and visitors. In conjunction with City land use policies that encourage pedestrian-oriented mixed-use developments, the formation of and participation in transportation management associations (TMAs) is strongly encouraged. TMAs attempt to encourage alternatives modes of travel through various incentive programs in order to minimize congestion and improve air quality throughout the region. These incentive programs may include carpools and vanpools, Ride-matching assistance, MARTA discounts and subsidies, guaranteed ride home programs, telecommuting programs, and shuttle services. TMAs may also provide promotional/marketing campaigns in order to encourage alternatives modes of travel such as: cycling, walking, or use of public transit. Currently, the Buckhead Area Transportation Management Association (BATMA) operates in Buckhead. Downtown and Midtown are currently developing transportation management associations.

## **FREIGHT**

### **CURRENT CONDITIONS: FREIGHT**

Trucks, trains, airplanes and helicopters conduct freight transport in the City of Atlanta. A comparison of the number of trucks using a major arterial versus the interstate is shown in Table 9-4.

Numerous trucking firms that have some terminals within the City limits serve the City. While freeway access has long been important for truck terminal location, federal regulations that allow longer and wider trailers has placed new emphasis on freeway access.

**Table 9-4: Truck Freight Movement**

Location/ Facility	Percentage of trucks with 2 or more axles (not including pickup trucks)
Piedmont Road south of Roswell Road	2.68%
I-75/85 between ML King, Jr. Drive and I-20	4.85%

Source: Georgia Department of Transportation, Planning Data Services

The Department of Public Works exercises regulatory control over truck loading and routing. Trucks are a major issue because of their weight and operating characteristics. Atlanta streets in general do not allow for easy truck turning. Truckers occasionally use neighborhood streets either as shortcuts or by mistake. Additionally, truck loading frequently occurs along valuable street space.

In addition, the City is served by two private railroads: CSX and Norfolk Southern. Both companies operate large intermodal facilities inside the City, which are integral elements



in plans to streamline their operations by abandoning light density rail lines and spurs. Some of the rail cordon around the Central Area may fall into this category, along with other spurs that were made redundant by previous rail consolidations.

## ANTICIPATED FUTURE CONDITIONS: FREIGHT

In September 1996, the Atlanta Economic Development Corporation (AEDC), now the Atlanta Development Authority (ADA), announced plans to seek approval to fund a modernized cargo facility on the south side of Hartsfield Atlanta International Airport through a public-private partnership. Since then, a multi-jurisdictional, private-public initiative has been launched with an Urban Land Institute study of the freight and mixed-use potential around the airport, termed “Southport.” Controlled, structured expansion of Hartsfield Airport’s cargo facilities will require special attention to cargo transport and access road network planning. Freight load at Hartsfield is listed in Table 9-5.

**Table 9-5: Freight Load at Hartsfield Airport**

	1995	1999	Change
Domestic on	114,052	208,755	183.0%
Domestic off	117,093	208,224	177.8%
<i>Subtotal</i>	231,145	416,979	180.4%
International on	45,637	112,569	246.7%
International off	40,145	124,177	309.3%
<i>Subtotal</i>	85,782	236,746	276.0%
Total freight	316,927	653,725	206.3%

Source: Department of Aviation, Hartsfield Atlanta International Airport

One metric ton of international cargo going through Hartsfield means the addition of one job to the local economy. This means that the net effect of one metric ton on manufacturers, freight forwarders, trucking companies, customs agents, etc. yields a total of one job.

In addition, the City is becoming more involved in the re-evaluation of its truck route designation and how the truck routes impact residential neighborhoods. The City will continue to work with the Atlanta Regional Commission and freight operators to facilitate their operations in such as way so as not to adversely affect neighborhoods.

## CURRENT POLICIES: FREIGHT

The City is committed to improving accessibility for freight transporters while protecting neighborhoods from traffic and commercial encroachment. Truck terminals should be located in environmentally acceptable locations such as near highway interchanges or in Hartsfield noise zone. Industrial parks (e.g. the Southside Industrial Park or the Atlanta Industrial Park) are more efficient to serve than the older style of linear industrial development scattered along a rail line (e.g. the Armour/ Ottley Industrial District).

The City is also determined to maximize Hartsfield as a major air carrier hub facility while maintaining compatibility with surrounding communities. Surface access to the airport is not to be ignored. Cargo transport including truck and tractor-trailers belonging to national, long haul freight carriers, freight forwarders, independent haulers, and courier/ mail services. The airport's access road network must have sufficient capacity to cope with peak-hour traffic to and from the airport; including dedicated access route(s) for trucks.

#### **CURRENT PROGRAMS AND PROJECTS: FREIGHT**

In 1996, the Atlanta Regional Commission (ARC) has increased its efforts to research freight movement within the region; recognizing the value added to the community and economy by freight companies. The City is working in cooperation with ARC to develop strategies to best serve freight needs.